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R E S E A R C H S O C I E T Y

B U L L E T I N

Merseyside County Museum
William Brown Street
Liverpool, L3 8EN

Hon. Secretary - M.K. Stammers, B.A.
Editor - N. R. Pugh

Toll for the brave - the brave ! that are no more:
All sunk beneath the wave, fast by their native shore.
Eight hundred of the brave, whose courage well was tried,
Had made the vessel heel and laid her on her side;
A land breeze shook the shrouds, and she was overset;
Down went the ROYAL GEORGE, with all her crew complete.
It was not in battle, no tempest gave the shock,
She sprang no fatal leak, she ran upon no rock.

"On the loss of the Royal George"
William Cowper 1782.

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GITANA - AMATEUR DRIVERS' SUCCESS

To add to the list of recovered small steamers, like Schneider's ESPERANCE, Thorneycroft's LILY etc., comes news of salving the 96 year old GITANA from the bottom of Loch Rannoch.

This steamer was built to the order of Major-General Alistair MacDonald, who commanded Land Forces in Scotland, and she was built in sections at Rutherglen by T.B. Seath, the launch taking place on 7th June 1881. Her hull was of wrought

iron 90 ft long by 12'6" beam, weighing 54 tons. A steam engine drove a single screw and she was registered to carry 360 passengers - an unusually large number. Her owner intended her to operate a public service on the loch, when not required by himself, or to tow angling parties to the best fishing ground at the west end of the loch.

However commendable were the General's intentions, he met great opposition from landowners who did not want the area to be opened up, and refused him permission to build a pier at the west end. Also, due to their hostility the little steamer had to be moored for the winter at the exposed eastern end, near Kinloch Rannoch. A winter storm drove her ashore from her anchorage, and she rested on the shingle at the head of the loch, having only been on the water for a few months. There she might have remained until the following summer, but by great exertions she was re-floated and put back on her moorings. A second storm in January 1882 caused some of her ornately etched windows to be smashed. The water poured in, and she slid to the bottom at a depth of 104 ft.

And there she remained until in 1972, the Hatfield Polytechnic Sub-Aqua Club found her with little effort. In 90 years she had never stirred. The Club made further visits to the loch in 1973, 1974 and 1975 and reported that she was in an excellent state of preservation.

A detailed account of the amateur salvage operations appeared in "The Scots Magazine" for October 1978, which has been brought to our attention by Wilfred Raine, but is too lengthy to quote here in full.

Although many artifacts have been recovered, it is sad that the steering wheel became a victim of negligence. It was left on the jetty for collection by Glasgow Museum, but was last seen strapped to a German registered caravanette, disappearing out of Kinloch Rannoch. A radio appeal for its return brought no success.

A compressor, towed out on a barge into the middle of the loch, and inflatable air bags, were the answer of how to lift 54 tons from 100ft depth. Due to peaty sediment the water was black at that depth, and one diver said: "You can see a lot better if you close your eyes". However, 600-watt lights were used.

Enterprise, determination and ingenuity paid off at last and

the team got her suspended 30ft below water level, and then into shallow water where she still lies off shore. She has been protected by the water for so long, that to bring her into the atmosphere would cause severe damage. There she remains until someone comes along with a definite plan.

GITANA could be given new life on Loch Rannoch. The divers were well pleased with the achievement, and thought it must be the heaviest, longest and biggest thing ever lifted by amateur divers anywhere in the world.

The hull still has its coating of green paint, the name can be read on bow and stern, all the furniture was there and even the rubber treads on the cabin stairway in place. The only real damaged was to the windows - the cause of the sinking.

In a subsequent issue of the "Scots Magazine" the following appears - "There has been an interesting development in the story of GITANA. A meeting was held in the Countryside Commission headquarters at Redgorton, near Perth, and various bodies and individuals agreed to form the "GITANA Trust" to raise funds for the vessel's restoration.

"Among those represented were Government departments, the Glasgow Museum of Transport, the Scottish Sports Council and the Scottish Tourist Board. Ken Clark, founder of the project to raise GITANA was also present. Others prepared to join the Trust included Sir William Lithgow and Mr. Ross Belch, Chairman of Scott Lithgow, and there is talk of the famous shipbuilding firm refurbishing the engine as part of an apprentice training scheme.

"It looks as if there is a good chance that GITANA will take to the water again, possibly even in time for a launch on 7th June 1981, one hundred years to the day she first sailed. The B.B.C. are planning to film the progress of the scheme for a future programme." Thank you Wilfred, for bringing all this to our notice.

THE END OF AN ERA

The Liverpool Echo published a letter from our member Alan McClelland on 11th December as follows:-

"Sir, On Thursday morning November 30th the Dock Company's buoy and salvage tenders SALVOR and VIGILANT were towed up river - presumably for scrapping. They were the last working steamers on

on the Mersey with reciprocating engines.

"Their departure marks the end of an era, the early and middle parts of which saw Liverpool at its greatest as a commercial port - an era which started with the paddle steam ferry ETNA of 1817.

"Instead of indulging in wildly unrealistic dreams of preserving the ARK ROYAL as part of the Maritime Museum, attention should surely be turned to the possibilities of rescuing SALVOR or VIGILANT from the breakers and preserving one or other in Canning Dock as the first floating exhibit of the new museums, which I understand is to be developed on a nearby site."

CONTRACT RATES 1979

The Isle of Man Steam Packet Co. announce the rates for passenger contracts as follows:-

All Company's advertised services including excursions, 18th May to 30th September	£115
Liverpool-Douglas, Fleetwood-Douglas and Liverpool- Llandudno, 18th May to 30th September	£ 87
Liverpool-Llandudno only, Season	£ 43
Liverpool-Llandudno and Afternoon Cruises	£ 54
Ten Vouchers, Liverpool-Llandudno	£ 30

Further information can be obtained from the Company's office in Brunswick Street, Liverpool, or from head office in Douglas I.O.M.

NOVEMBER MEETING

Usually the month of mists and morning frosts - but not this year at least up to the second Thursday, for the autumn has tried hard to make some amends for an inclement summer. New Brighton member Fred Reid was to have spoken to us, but through indisposition was unable to do so. Our Hon. Secretary therefore brought along some of his team who are working on the Liverpool Maritime Museum project, to give us a progress report.

He stressed the fact that the planned museum was not to be purely an indoor one, housing ship models. A great deal of work has been done to see how best to go about it, and several museums in other parts of the country have been visited, to study their best features.

Martyn Heighton then spoke to us, from the study group which numbers up to ten members. He reminded us that the original idea

of a maritime museum in our city was first mooted in 1884, and now in 1978 there is a strong possibility that it will come to fruition, though exactly where is still not known. Martyn said that the concept of a purely indoor show had changed, and a dock or basin was necessary to reflect the true shipping scene.

We saw attractive colour slides of the Hull Maritime Museum with displays attributable to Edward Paget-Tomlinson and the consultant designer Robin Wade. Here, models are often used in the context of pictures. Also, one can study fishing techniques, for there is a trawler model set on a plate glass sea surface, demonstrating wires, otter boards and trawl on the sea bed. This writer recollects the same portrayal of fishing in the Port Erin Marine Biological Station, and in two Scandinavian museums visited recently. Dredging techniques can also be illustrated in this way.

At Hull, Humber pilotage is graphically described, and there is surely ample scope when it comes to pilotage in Liverpool Bay.

Malcolm Wilson, a model maker of Silloth, has built a typical Humber keel, leaving some of the ribs visible so that construction methods of the period can be studied. Very often, to the rear of a display, there is an open space, so that one is led on from room to room, being attracted to objects still to be studied. Our old friend Paget-Tomlinson has formed a showcase of navigational instruments, and Martyn thought it might be possible to produce a cross-staff or back-staff for visitors to try, for, he said, we want them to participate practically. Other aspects to be dealt with are shipbuilding tools, cargo handling down the ages, seafaring uniforms, etc. He thought it a pity that Hull Maritime Museum is not immediately near water.

Michael Stammers then took over, and showed us a painting of Liverpool in 1680. There were of course no docks, but there was a tidal creek and beached ships would unload their cargo into carts before the next tide rose. It was 1715 before the first dock was built, and the 1800's saw many improvements. We saw Fort Perch Rock, built 1827, and Mike took a mighty stride to show either BALTIC or CELTIC entering one of our docks in the 1920's. A great deal of the expansion of Liverpool docks was due to the two engineers Jessie Hartley and George Lister.

Displays might involve "the nature of the estuary" - "sand-banks" - "pollution" - "the fauna and flora" and "fishing". There would have to be exhibits describing emigration. Perhaps we will have a reconstruction of a scene on the deck of an

emigrant ship, giving an inkling of what the travellers had to endure - the noise, and even the smells. (Could Mike be contemplating the artificial production of these by aerosols, I wonder!)

Atlantic passenger traffic, until the jets stole the lime-light, would provide plenty of scope too. We saw a slide of CITY OF PARIS of the Inman Line, 1866, a Merseyside Museum model, only ten percent of whose ships are at present on show.

We saw Riverside Station and the Princes Parade Baggage Room in 1904 - a busle of activity. Then, it should be possible to reconstruct a typical first class cabin of a transatlantic liner. This reminded your scribe of an interesting experience at Bygdoy Museum, Oslo, when he sat in the actual saloon of the Norwegian coastal passenger steamer SANDSNES. There was the companionway with polished mahogany bannisters - the true atmosphere, except for the absence of pitch or roll. There were ornate oil lamps and white lace curtains, but the stewards were missing!

Then we would have to have a section covering wrecks and disasters (in which visitors would not participate!) Casualties come so frequently into matters of nautical research, and our Museum has much illustrative material.

A slide of the golden sands of New Brighton, showed us a minstrel show in progress, with rows of bathing machines near high water mark. This showed us the aspect of pleasure seeking in a large conurbation before vandalism and municipal neglect shattered visitors' illusions about New Brighton as a holiday resort. If anyone is still harbouring an old bathing machine, the Museum would be interested to hear. Mike spoke of the technical history of ships, dug-outs, coracles, mediaeval ships like SANTA MARIA, the merchant brigs of 1750, right up to diesel vessels like ARNET ROBINSON. Perhaps there could be a ship's bridge with a vista over the Mersey, complete with navigational aids.

Then in the realm of outdoor activity, we saw the schooner attached to South Street Museum, New York. She takes visitors on two hour cruises, and strangely as it seemed, two week cruises for drug addicts. For as well as the academic role, there are in New York, just as in Liverpool, social problems.

Bremerhaven has a most impressive museum set in dockland, with several vessels afloat for inspection.

How it is possible to show ships in a dry berth is demonstrated at Cardiff, where the tug SEA ALARM of Bristol is high and dry, after Bute Basin was filled in. Ship preservation indoors was illustrated by the paddle tug RELIANT at Greenwich.

And here, Pamela Staples took up the story on behalf of the group. She spoke of museums at Ironbridge (Salop), Bucklers Hard, the Industrial and Maritime Museum at Swansea, and at St. Katharines Dock, London. She thought that the public do not object to paying an entrance fee, if they feel they are getting a fair return, and the authorities should capitalize on this fact.

Pamela spoke of a refreshment kiosk, thought to be rather inadequate at Windermere Museum, and that it might run to a licenced restaurant in Liverpool. Then an information desk would be required, covering also tourist information for the city. There is one in St. John's Precinct already, but room for more. If the maritime park covers a large area, then maps can be displayed at suitable points.

Young children often become bored in such surroundings which are primarily for education, and want to "let off steam". So an amusement area is another idea, and we saw a train and also a steam roller, giving rides to children at the Cultra Museum in County Down, properly known as the Ulster Folk Transport Museum.

Pamela, having said her piece, Nancy Ritchie-Noakes next addressed us. She showed us the small steel schooner RESULT afloat in the museum basin at Belfast - a ship with a long history. We saw a somewhat decrepid wooden boat and also a double deck bus in very poor condition, which the Cultra staff would one day work on. Nancy thought that it might be possible for Liverpool to have a boatyard, similar to Taylor's yard, at the confluence of the River Dee and the Ellesmere Port canal. Perhaps there could also be a cooperage and rope-making machinery.

After the coffee break, the Maritime Museum Development Group were arraigned before us to receive questions from the body of the meeting. Mr. Lingwood asked where the Museum would be situated, but this could not be divulged, although a small piece of land at Mann Island is designated for the purpose. But it could not be called "the site".

Our Chairman, Mr. Loram, declared his non-involvement, although he does work for the County Council.

A member asked if Liverpool shipowners were cognisant of what was going on? Yes.

Another member suggested the forming of a "Friends of the Maritime Museum" group. A possibility.

Is the World Ship Society also involved? Certainly.

What will be the entrance fee? This will rest with the

politicians, but that there will be one seems certain.

Mr. Coney made a plea for remembrance of Mark and Isambard Kingdom Brunel, the great engineers who did so much for Liverpool, and for Britain generally.

Kent Richardson asked if shipping company records could be gathered into a central pool, before it was too late. Ship-owning companies in times of recession can easily disappear with records irrevocably lost. Mike said that no authority had yet been given to ask for any, and it was better to leave that matter for the present.

One or two members suggested that there were companies in Liverpool who had ship models and pictures, but who themselves were not directly concerned with shipping. Mike replied that Mary Greenhough, who was not present at our meeting, was already doing some cataloguing in this sphere. Time was running out and doubtless there were many more questions to be presented on the subject, when our Chairman intervened. He declared himself impressed by what our Hon. Secretary had mounted at short notice, and also by what good lecturers all our group speakers had been.

Ken Stuttard was called upon to propose the vote of thanks, and said he was somewhat "dazed by the efficiency of the professionals". "At long last we are to have a maritime museum for which I have waited all my life". ("It's much longer than that - 1884 no less" interposed Mike.) Ken continued that the project would take some time, and we could not expect the full gamut on opening day. And so he added "good luck - press on - we are behind you!"

This ended the meeting but it will not come amiss to mention three other items largely emanating from a council meeting held during the interval. Firstly, we hope that Mr. Reid will soon regain his normal health, and possibly give his talk on a future occasion. Secondly, your council discussed our Society's representation at Merseyside County Council meetings dealing with the Maritime Museum project. If this is agreed to, the proposal has been made for our Chairman to represent the Society when necessary. Little more can be said about this at present.

Thirdly we were very sorry to lose a very valued council member in the person of Sue Welsh, who has moved to a post at Cheltenham Museum. Over a long period of years she has ministered at our coffee breaks, at Christmas socials and at some council meetings where refreshments were served. Sue has been organizer,

buyer, cook, server and washer-up, with assistance from other ladies, to whom we are grateful. As "man-and-boy" (or its equivalent), Sue has always attended to our sustenance - not that she looks any older now than she ever did. We shall surely miss her, but as a token of our sincere appreciation, the Society has presented her with a cheque. In addition to this, members have an opportunity of contributing a further sum at a subsequent meeting. Even if she is not with us to pour the sherry, we shall include her in our festive wishes this Christmas.

N.R.P.

* * * * *

Void of strong desire and fear,
Life's wide ocean trust no more;
Strive thy little bark to steer
With the tide, but near the shore.
Thus prepared, thy shorten'd sail
Shall, whene'er the winds increase,
Seizing each propitious gale,
Waft thee to the port of Peace.
Keep thy conscience from offence
And tempestuous passions free,
So, when thou art call'd from hence
Easy shall thy passage be.

George B.Dodington 1691-1762

* * * * *

DECEMBER MEETING

Always a popular event in the Society's calendar, twenty-five to thirty of us gathered at the Museum on 14th, in the lecture room of the educational block. There were some models and ships' bunting in evidence, but naturally our eyes fell on the goodies laid out on tables, to which we helped ourselves in buffet fashion.

Our Chairman Mr.Loram opened the proceedings, and for a change, instead of using the gavel made from the timber of the last HMS LIVERPOOL, he sounded a small bell struck from metal of the two-funnelled CARMANIA nicely mounted on teak from the same

ship's handrails. This small bell has only recently reached the Museum, and some of us were stirred by the thought that this bell originated in the armed merchant cruiser which put up such a gallant fight near the Falkland Islands in the First World War.

We lost no time in appeasing our appetites with sausage rolls, various cheeses and fresh bread, mousse, celery and thence to red and white wines. Hot mince pies, as usual, kindly made by Mrs. Coney, trifle and the most wonderful fruit cake, a specialty provided by Mrs. Stuttard. The coffee then followed, and there was far more to our buffet meal than is mentioned here. In the refreshment field, our Hon. Secretary made a very fine showing, and was seen washing up afterwards. We would also like to acknowledge the assistance of the three young ladies of the Museum staff in attending to our needs, the Misses Jill Sweetnam, Pam Staples and Nancy Richie-Noakes.

There was to have been a film depicting a voyage by ORCOMA to South America, but the projector was in a bad mood, and so enraged at not being fed, that it tore the film and whirled it on to the floor. These were the only tantrums of the party, and we did enjoy ourselves moving about the room to converse with friends. The film - well we hope to show it again when the machine is more amenable, after perhaps polishing its lenses and giving its bearings a swig of oil. What more can one do to placate it?

N.R.P.

MERSEY NOTES

OROPESA sailed from Birkenhead on her maiden voyage on 30th October 1978. Arrivals and departures of P.S.N.C. ships at Birkenhead have so far been mostly during dark hours.

In the summer of 1975 the oil rig supply and maintenance vessel HARTLAND POINT docked at Birkenhead, and was to lie up there for over three years. Of over 7000 tons her owners were said to be Marine Oil Industry Repairs Ltd. Some details of both her and her sister DODMAN POINT were given on page 88 of our autumn issue 1975. The ships had served with both the R.N. & R.C.N. On Thursday 14th December - which was the date of our Christmas Social - the German salvage tug HANSA ex JASON made a very secure job with the towing gear, at West Float and took HARTLAND POINT to sea. The tug dates from 1967 and was built at Floro, Norway.

The 55,000 ton tanker SCOTTISH LION was launched by Cammell Lairds, Birkenhead on 14th December. The only remaining construction work at the yard, is a further similar tanker for Scottish Tankers Ltd. and the destroyer HMS LIVERPOOL. It was announced after the launch that 700 of the firm's employees would soon be made redundant.

The container ship LA FAYETTE 27,305 grt left Liverpool just prior to Christmas for her maiden voyage to Long Beach, Oakland, Portland, Seattle and Vancouver. She is a sister ship of CARAIBE which operates to the Caribbean in the Carol Consortium, which includes T.& J.Harrison Ltd. Both French ships were built in Poland. Royal Seaforth now has a service every ten days to these west coast ports of U.S.A.

The barge tug CHERRY ex CHERRY GARTH has left the Mersey for work at Southampton and on the night of 17/18th December was assisting the Norwegian TANAFJORD 7565 tons when she capsized. Four men were rescued. Risdon Beazley Marine has been engaged to raise the tug.

STAUNCH ex VIGILANT (built Southampton 1953) and SALVOR (built on the Clyde 1947) were towed to Garston on Thursday 30th November for scrapping. They were there moored alongside a remaining section of the old and sadly missed Princes Landing Stage. They have been superseded by the new diesel driven VIGILANT built in Holland. Being steam driven, they were no longer economic, but it is sad to see vessels of a speciality class, still in good condition having to be broken up. (See "End of an Era" on page 3).

In November the tug GUARDSMAN arrived at Birkenhead and towed away the M.D. & H. Co's floating crane BIRKET ex MOWT7 for use by the British Transport Docks Board at Hull. She was built at Paisley in 1942. On the way round the coast, tug and tow had to seek shelter in Milford Haven to secure loose gear. The tug then succumbed to a fouled propeller, and the tow was taken over by SCOTSMAN.

The three laid up tankers HUDSON DEEP, HUDSON CAVALIER and HUDSON PROGRESS built by Cammell Laird and not taken by the Company which ordered them, are to be converted for use as Royal Fleet Auxiliaries.

On 20th November - Ocean Fleets group had two vessels for dry docking at Birkenhead - and very welcome work in these slack times. They were OIL ENDEAVOUR, an oil rig support vessel with a number of anchors protruding fore and aft, and DIXCOVE from the West African service.

The M.D. & H. Co's decision to close the Salisbury Passage created alarm, when traders suspected that this might be the prelude to the closing of all the north docks, excepting the Gladstone/Seaforth complex. It is hoped that these fears have been allayed by Dock Co. statements, but it does mean that small vessels navigating between docks served by Waterloo entrance will have to lock out into the River and re-enter at Langton or Gladstone entrances, to reach north docks.

Marlow Mouldings Ltd. at Morpeth Dock are turning out fibre glass pleasure craft. Some of the cruising yachts they have put into the water are very attractive and make the "marina" alongside the Royal Marines Training Centre an interesting place.

In November, IOULIS KEAS ex ROYAL DAFFODIL was again on service between Laurium and Sifnos, after her grounding accident in the Aegean Sea.

After laying up for almost a year at Lynch's yard, Rochester, it is understood that demolition work on KING ORRY was started in November. At the same time, work of the same nature was in progress at Blyth on SNAEFELL.

The new B. & I. Car ferry CONNAGHT, built at the Verolme Dockyard, Cork, visited Liverpool in mid-January on display. Whether as a result of snow, fog or strikes I do not think many people saw her, before she sailed for London. She is destined for the Cork - Pembroke run, and releases INNISFALLEN to join LEINSTER and MUNSTER on the Liverpool - Dublin service.

In January, the ferry WOODCHURCH collided heavily with the concrete Liverpool landing stage. Two of its holding booms were smashed and the ferry suffered damage. The stage was rendered unusable, and embarkation took place from the Manx berth. Soon after this, we had the succession of one day rail strikes which paralysed the Mersey Underground Railway. Had it not been for the ferries existence, then thousands of commuters living on the Wirral side of the Mersey, would not have reached their work. There had already been efforts on the part of the Merseyside Transport Executive to

close the ferries, which are losing money. A bill through parliament to do just that, prior to a public inquiry was talked out by the local M.P. David Hunt, and the matter has remained in abeyance. Naturally the fact that these thousands of people did reach their work has caused jubilation in the ranks of the Friends of the Ferries, a body set up through voluntary subscription and public concern to keep a crossing of the Mersey open.

N.R.P.

A LIFETIME ON THE MERSEY

A respected elderly gentleman would sit at the bowling greens at Demesne Street, Seacombe and watch the passing ships and his beloved ferryboats, as many old men do. I gained his acquaintance some years ago, amongst members of our Society like Ted Jones, his brother Fred and Ernie Worthy. Sadly, they come no more, and this is written as a memory and tribute to Francis Welch, who died 17th September 1978 at the age of 91, and whose funeral service at St.Paul's, Seacombe I was able to attend.

He was born in 1887 in Seacombe and lived all his life in the parish. He was educated at Somerville Board School (as it was then known), and in 1901 at the age of 14 joined Wallasey Corporation Ferries (now part of the Merseyside Passenger Transport Executive).

It was not the practice for recruits to go into the boats until they were 15 years old, so he spent the first twelve months ashore in the carpenter's shop. His first posting was either to JOHN HERRON or PANSY, and he served in all vessels of the fleet LILY, ROSE, DAISY, SNOWDROP, JOHN JOYCE etc., including the luggage boats, but with one exception. This was the last ROYAL DAFFODIL of 1958, which of course arrived after his retirement as senior mate in 1952.

In the period 1916/1922 he left the ferries and sailed in the Belfast ships, such as MAGIC, GRAPHIC, PATRIOTIC, COMEC, etc. But this was the only spell in his working life when he was not with Wallasey Ferries.

On 7th May 1941, during the Second World War, whilst serving as mate of MARLOWE, he suffered severe injuries as the result of a near miss by bombs which landed on Liverpool Landing Stage, where MARLOW was berthed. He was thought to be dead, but somehow

survived and was off duty for twelve months. Nevertheless he continued to serve until his retirement at the age of 65.

At the time of his death last autumn, it was believed that he was the oldest surviving ferries pensioner. He was a man with a fantastic memory and could relate events that happened on the Mersey even prior to the First World War as if they had been yesterday.

I am indebted to our member Geoffrey White and his wife Kath for these details, for this old veteran Francis Welch was Kath's beloved father.

There is less to see on the waterfront these days, but there are still those who remember Liverpool as a great transatlantic terminal. The old men pass on; their toil often goes unrecorded and the community suffers loss. In the phraseology of one of the services, they were seldom men to "shoot a line".

N.R.P.

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Under the wide and starry sky,
Dig the grave and let me lie,
Glad did I live and gladly I die,
And I laid me down with a will.
This be the verse you grave for me;
Here he lies where he longed to be;
Home is the sailor, home from the sea,
And the hunter home from the hill.

R.L.Stevenson

* * * * *

NEW NAMES FOR OLD

AZZA	ex EGORI (1957)
ALFA CEMENT	ex KATINA ex DUNADD (1955)
AEGIS UNITY	ex ICENIC (1960)
BROOKLINE	ex PORTMARNOCK ex WIRRAL COAST (1962)
CLIMAX AMETHYST	ex CLAN MACLAY
CITY OF VENICE	ex MONDEGO
CELEBRATION VENTURE	ex ERIDGE (1966)
DARNIA	ex STENA TOPPER (1977)
ENTERPRISE TRANSPORTER	ex AUSTRALIAN BRIDGE
EDESSA	ex KOREAN CHALLENGER ex MANCHESTER RENOWN (1964)
FESTIVALE	ex SA VAAL ex TRANSVAAL CASTLE (1961)
GEORGHIOS FRANGAKIS	ex THEA DESPINA ex HERTFORD (1948)
GIORGHIOS TSAKIROGLOU	ex OXFORDSHIRE
HANSEATIC	ex MAID OF CUMBRAE (1953)

JOLLY AZURA	ex DESTRO (1970)
JOLLY NERO	ex DOMINO (1972)
KWANG SI	ex PERSEUS ex RADNORSHIRE (1967)
KWAI CHOW	ex PHEMIUS ex GLENFINLAS (1966)
LEEDS	ex CITY OF LICHFIELD (1961)
LIN JIANG	ex ALBAN ex LYRA (1971)
MAYMOORE	ex PAULINE H ex PEARL (1953)
MILOS II	ex STORRINGTON (1959)
MASIRAH	ex PORT ALFRED (1961)
NISSOS MILOS	ex ESKSTREAM ex GLENCREE ex HANNA MARGRET ex OLIVE ex SAGITTA (1955)
NORTHAMPTONSHIRE	ex VOLNAY
NEW DRAGON	ex KATSINA PALM (1957)
OCEANIC VICTORY	ex OCEAN BRIDGE
ORIENTAL IMPORTER	ex PROTESILAU (1967)
ORIENTAL EXPORTER	ex PEISANDER (1967)
ORIENTAL CHAMPION	ex PRIAM
ORIENTAL SEA	ex ADMINISTRATOR
ROLACO BULK	ex JAG JAWAN (1966)
SALVANGUARD	ex STATESMAN ex ALICE L. MORAN (tug - 1966)
ST. MAGNUS	ex DORSET ex ULSTER SPORTSMAN ex DONAUTAL (1974)
ST. KITTS	ex ELLA HEWITT (1964 - trawler)
TECTUS	ex CANADIAN BRIDGE
THEODORE A	ex TWEEDFIELD ex TWEED BRIDGE (1974)
THIRLMERE	ex KYNDIL (1955)
THUSCROSS	ex CONSTANCE ex STELLA MARIS (1954)
VESCA R5	ex SEAMAN (tug - 1967)
YAT FEI	ex CITY OF MONTREAL ex CITY OF SYDNEY

TO THE BREAKERS

ARCADIA (P&O), AEGIS PRESIDENT ex OLUF MAERSK (1963),
 CLAN MATHESON (1957), ESSO BERNICIA (1968), LOVELLIA (1959),
 NORMANNIA (Sealink 1952), PETROLA VII ex BRITISH MERCHANT (1954),
 TEXACO COLUMBIA (1964).

VESSELS FOR DISPOSAL

BRITISH MALLARD (1960), CHEVIOT PRINCE ex MIENDIP PRINCE,
 CYRIL ex SHERIDAN, DALES MAN (1961), ENGLISH BRIDGE, EXPLORER
 (1961), LETONWORTH, NAWORTH, OAKWORTH, all three built by
 Cammell Laird 1972/73, ORENDA ex ORENDA BRIDGE.

JANUARY MEETING, 1979

Our Chairman Mr.Loram welcomed a substantial gathering of stalwarts on this frosty evening, who were pleased to accept entertainment of an educational nature, as a relief from the petrol strike, the lorrymen's strike, the threatened railway strikes, hospital strikes, grave-diggers strikes etc.

"Manchester Ship Canal Pilotage" was the subject of our member Harry M.Hignett's illustrated lecture. The venue was a lecture room in the Merseyside Museum on the second Thursday in the month, 11th.

Mr.Hignett has been a working pilot on the Canal for twenty years, and has spent a lifetime afloat. He thought that people may have fixed ideas about the hardship of a pilot's life, but things have changed, as the open bridge has gone, and pilots can walk aboard a ship in a lounge suit, hatless. Except for occasionally having to con the ship from the wings of the bridge, he now has the warmth and shelter of spacious and well appointed wheelhouses.

When a ship canal to Manchester was first conceived, it was to have emerged on the River Dee, at Dawpool near Thurston, but after much deliberation it was planned to end at Eastham, a distance of 36 miles. The canal was opened in 1894 and came into full operation in the following year. We were shown numerous black and white slides of the excavation work and could visualize the enormous amount of labour required. There were many difficulties of floods, ice, snow and gales. We saw a picture of the devastation wrought by floods, following which, this water froze and caused a 2 month delay.

Three rivers supply the canal with its water - the Irk, Irwell and Medlock, and the rush of water after heavy rain causes a noticeable current of which pilots are aware. Tides of 28ft and over run up as far as Latchford.

Perhaps it is not generally known that the pilot is accompanied in his work by a helmsman, who takes the wheel, or on some modern ships, the lever of a console.

In the early years, pilotage certificates were issued like confetti, but by 1910 only those men who had served as helmsmen were eligible. In 1930 a Pilotage committee was formed, which remains to this day, and there is a scheme for appropriated pilots as at Liverpool, appointed to specific lines. A pilot has to have served for at least 4 years as a helmsman.

Mr.Hignett held in his hand a small VHF walkie-talkie which has made the job easier, in being able to converse with the tugs, and with the focsl and stern officers, and give necessary instructions. The pilotage limit was once opposite Prices Candle Works, Bromborough and the boat work was done off Rock Ferry Stage.

And now we were shown numerous colour slides made by our friend Stephen Riley, now at Greenwich Maritime Museum. He boarded CLAN GRANT at 7 am one morning to make a photographic study of the canal. We first saw MSC SCEPTRE as bow tug, and as we passed the drydocks, two "weather ships" of the ex-Castle class undergoing overhaul.

Mr.Hignett reminded motorist members of the high cost of repairing a car's bodywork after a bump, and that if a large ship fouled a knuckle or obstruction in the canal quays, the damage could be assessed at £10,000.

We saw MANCUNIAM, and CARCHESTER unloading grain at Brown and Polson's quay at Weaste. Then Barton Locks and the Swing Bridge and the Manchester Ring Road across the canal, M.63. Then PENELOPE EVERARD was passed.

We saw the wreckage of a lock gate impaled into the bank at Irlam. This was a reminder of the accident of MANCHESTER COURAGE, which was locking down. Her pilot wanted "slow astern" but something went wrong with the computer which controlled her engines, and put her to "full ahead". The ship broke through the gates and put the canal out of action for eight weeks.

In a continuing series of colour slides by Stephen, we saw the new Runcorn Bridge, and the Gate Sheds where lock gates are hauled out of the water for repair. Then a view of that well-beloved canal tender DANIEL ADAMSON, and the more modern MSC VIKING. Still in existence is Abel's slip once used for building barges, and prior to that schooners. JESSIE WALLWORK was a vessel used for buoyage, but now scrapped. The name has been passed on to a small work boat owned by the Canal Company.

We next saw a Dutch Shell tanker of the "K" class in Stanlow oildock, and a vessel discharging tetra-ethyl lead, this being a dangerous cargo, with caustic soda in the wing tanks. She was the ESSI KARI of Norway.

There were two shots of INZHENIR KREYLIS, a modern Soviet ro-ro ship which maintains a fortnightly service to Riga. And so to the crane jetty at Eastham for the refitting of CLAN GRANT's topmast, with a clear view down the estuary to New Brighton Pier, since demolished.

Before ending this report, a few interesting details of the canal may not come amiss. For instance, there are two locks at Eastham, 600ft x 80ft and 350ft x 50ft. Distances from Eastham are:- Latchford 21 miles, Irlam 29 miles, Barton 31 miles and Mode Wheel 35 miles. Manchester Docks are 65ft above normal sea level. Surface width is generally 180-200ft but on certain bends and places where there are discharging and loading berths there is a width of 280ft. There are several rock cuttings where the width is only 140ft. The height of bridges above normal water level is 72ft, but in the reaches below Latchford the minimum height of some bridges is 71'3". At the present time there are 71 pilots, but the number is falling. There are 24 helmsmen, and this number is static. 41 of these pilots are appropriated, 8 to Shell, 6 to Manchester Liners, 4 to Esso, 3 to T.& J.Harrison, etc. etc.

Mr.Hignett evidently enjoys his work which carries with it a great deal of responsibility. He remarked that to take leave in the winter time and remain at home, he soon gets a snuffly feeling, for which there is no better cure than to be on the bridge of a ship in the sharp frosty air.

And it was into the swirling snow, all pinky-orange under the glow of the sodium lights, that we emerged, watched by the towering figure of Mr.Rathbone in St.John's Gardens, braving the snowy blast, from his plinth on high.

N.R.P.

THE DOVER PATROL 1915 - 1917

Its dark as pitch and Erebus and as Hades out tonight,
With a strong gale from the northeastward, the wind has got a
bite.
There'll be a big sea running with hard squalls of snow and
hail,
But we've got to keep the Channel, and go out and face the gale.
We have had a pretty tough time; what with lightships all put
out,
With fogs and tides and gales of wind, its been hard without a
doubt.
But never has a Tribal once in the whole time of the war
Asked for leave to run for shelter, or lie doggo near the shore.

GENERAL NEWS ITEMS

In 1977-78, ferry users may have noticed a very small motor coaster in the Mersey with the inappropriate name of WOPPER, for she often locked in at Eastham. She had been built in Holland in 1968 as the CONTINENT, but last year changed ownership and became RAYLIGHT. Early in November 1978 she left Sharpness for Ballylongford with a full cargo of basic slag, but on 8th she met heavy weather when 20 miles E.S.E. Old Head of Kinsale. With hatchboards and tarpaulins gone, she sent out a distress call, responded to by Ballycotton lifeboat and she was abandoned at 4.30 a.m. B. & I's INNISFALLEN rescued the 4-man crew and took them to Cork. RAYLIGHT was simply overwhelmed by the seas, and no efforts will be made to raise the wreck from 27 fathoms.

Some readers may remember the Dundee, Perth and London Shipping Co's DUNDEE built at Burntisland in 1954. After she was sold, she was named successively DORON, JUPITER, PYLOS, KARMELLA, BRONCO and VLYHO. It was under this last name that she set sail from Chalkis for Tunis with cement. On 15th September last she had an engine room fire and sank east of Cape Matapan. All on board were rescued.

ANNA MARIA S ex UCAYALI ex FILLEIGH was built for the Tatem Steam Navigation Co. in 1957. She set out from Gdynia in November with a cargo of sugar for Tripoli, but after grounding, she was towed in to Hamburg by the tug EXACT, only fit for the breakers.

Then there was ADMIRAL C ex CONSTANTINOS ex KARAGHISTAN built in 1957. Whilst on passage from Antwerp to Jeddah, she had steering gear trouble, struck rocks on the west coast of Greece and broke her back. This was in September last and all on board were rescued.

EL TAMBO, the ship which caused much controversy a few years ago when she went on fire in St. Georges Channel with cattle on board, and eventually sank in Fishguard Harbour, has been abandoned by her owners. Great efforts have been made to raise her, but results unknown.

Sealink's NORMANNIA left Newhaven under her own power for a breaker's yard at Bilbao, in late November,

A new cross-channel vessel for the Stranraer-Larne route

A new cross-channel vessel for the Stranraer-Larne route will soon be completed by Harland and Wolff, Belfast for Sealink. Her name is to be GALLOWAY PRINCESS.

At Whangarei NZ a small shipyard is building a replica of HMS BOUNTY ex BETHIA, exact to Admiralty plans dated 1787. The hull is being constructed of steel to be sheathed with wood, and the building is being supervised by Lloyds Register.

In December IRENES HOPE was abandoned, and sank in the Mediterranean. (Tough on Irene!) A Cypriot ship of 6196 tons she was built at Shields in 1952 as HUDSON DEEP. Although we have a vessel of similar name laid up in our port at present, this is an earlier vessel of same owners.

Norman H. Jones, an ex-Liverpudlian and now of San Diego, Cal., reports in the "Liverpool Echo" that a Manx-built ship has been restored as new in that port. She is the three masted barque STAR OF INDIA ex EUTERPE launched in the Isle of Man in 1863. First used as an emigrant ship, she later carried wool and coal between Australia and the western Americas. San Diego Maritime Museum discovered her as a rusting hulk, but after much hard work, she is fully restored to her former glory and open to the public daily. They must have a more progressive city council or its equivalent over there, to what there is in Mr. Jones' former home town!

Describing shipping activities at Shoreham, a Journal of Commerce supplement showed a picture of a ship now plying between that port and Gibraltar. Her name is WINSTON and her profile having a familiar look, she is found to have been until recently the Orkney and Shetland ship ST.ROGNVALD.

If members are ever near the Thames at Oxford, they may see a handsome steam launch named NELL OF OXFORD. Bossoms Boatyard at Binsey has become very interested in old steam craft, and pulled a hull from the Thames mud which must have been about 1910 vintage. Mouldings were taken and a glass fibre replica made. Stuart Turner, the steam engineers, motivated the new craft which is 19'6" x 5'9". She has cost rather more than £11,00 to build.

Caledonian MacBrayne are again offering 3-day mini cruises

by mv COLUMBA, May-September 1979. She sails from Oban to Tiree, Colonsay, Iona and Staffa at a fare in the region of £36, travel to and from Oban not included.

Irish Shipping put three small vessels into service in 1956, of about 1750 gross tons - IRISH ROSE, IRISH WILLOW and IRISH FIR. The last named was one of the early ships built by Liffey Dockyard Ltd., Dublin. She was sold and renamed ARTA, visiting Birkenhead with this name. Later she again changed hands to become KOTRONAS SKY. In December 1977 her engine broke down in the Mediterranean and she was towed into Cartagena. Such was her condition that she was sold for breaking up.

After a serious fire aboard DAPO SKY ex GOTHLAND off Greenock in August, it has not been decided what to do with her. The Cory tugs BRIGADIER and RAMSGARTH took a major part in quelling the fire, thought to originate in the engineroom.

P. & O. Ferries run BILSON and BUFFALO from Fleetwood to Larne and Dublin on their roll-on, roll-off service. They brought in a chartered ship from Sweden for the Larne route and named her JAGUAR. This vessel went across to Aalborg in November for sundry damage to be made good, incurred on the busy Irish Sea run. The collapse of British ship repairing facilities is pitiful.

Several times in these notes, it has been remarked that the Isle of Man Steam Packet Co's BEN MY CHREE, built by Cammell Lairds, came out some years ago with a very weak steam whistle. When TYNWALD was scrapped, her whistle was transferred to the BEN, which has carried it down below ever since, awaiting an opportunity for its fitting. This has now occurred, and in rounding up for disembarkation, we hear this old melodious sound once more. We wonder what happened to similar whistles from KING ORRY and SNAEFELL.

In the train of misfortune attending the new Manx Line, there has been no let-up. MANX VIKING was almost two months late in making scheduled crossings, and then had engine breakdowns, which enforced a cargo-only service between Heysham and Douglas. In late autumn 1978, a passenger certificate was

granted, when James Fisher & Co. of Barrow made possible the survival of the company, with Jeff Duke still a director. Then British Rail, having jurisdiction over Heysham Harbour, joined the group with the possibility of using some other ship before long. But fate had not finished for in a gale at Douglas, the pontoon and ramp sank, and so the service was suspended.

The National Trust for Scotland is this year not only running the UGANDA cruise for St.Kilda/Orkney/Amsterdam/Kristiansand, but also the 69ft converted fishing boat PENTLAND WAVE from Oban to St.Kilda, for landing.

RECENT MAJOR SHIPPING CASUALTIES

No doubt our members will have read in the newspapers of several large ships being lost in the last few months, and also seen shots by TV cameras.

AMOCO CADIZ, a Liberian registered giant built at Cadiz in 1973 and chartered to Shell, was bound from Kharg Island to Rotterdam, via an off-loading rendezvous with DARINA in Lyme Bay. She had engine failure and was in tow of the German salvage tug PACIFIC, when the line broke and she piled up at L'aberach, Brittany. Pollution was severe.

CHRISTOS BITAS ex PANACHAIKON was built in 1975 in Japan. She had left Milford Haven for Belfast and touched the Smalls on 13th October 1978. Trailing a large slick she drifted north until taken in tow by United Towing's GUARDSMAN. HMS WOTTON took nineteen of her crew to Pembroke and HMS ESKIMO took charge of the situation. ESSO YORK and BRITISH DRAGOON received oil cargo overside in St.Georges Channel, and numerous ships took part in efforts to minimize pollution. These included YORKSHIREMAN, SEAFORTH CLANSMAN, WINSTON CHURCHILL (Trin.House), LADY THERESA, HM Ships ORKNEY, SCARAB, WOODLARK and POLLINGTON, and the Irish Navy's GRANUAILE, FOLA and SETANTA. Fifteen to twenty tugs, including The Alexandra Towing Co's TRAFALGAR sprayed the escaped oil. Finally, she was scuttled somewhere short of the intended position 51.20N 25.40W owing to worsening weather, on 30th October.

Following the Amoco Cadiz disaster, the French Government made a rule forbidding tankers within seven miles of the coast

unless entering port. Action was taken against Shell's SERENIA bound St.Nazaire, the charge being admitted.

MUENCHEN, a German 37,000 ton barge carrier of Hapag Line, built in 1972 in Belgium, met severe conditions in the North Atlantic. A Russian ship picked up a signal from her that she had a 45 degree list. MUENCHEN disappeared with only lifebuoys to mark the area. It was expected that the insurance claim on this ship would be the biggest ever made, and in the region of forty million pounds. (December 1978).

New Year's Day 1979, as well as starting us all off with snowstorms and widespread industrial strife by many unions, also saw disaster for the Greek giant tanker ANDROS PATRIA. Following explosions and fire off northwest Spain, thirty-six of those on board, including the Captain's wife and child took to life-rafts which were swamped, and all were drowned. Three men who remained on the wreck were saved. Wismuller's Salvage Co. took over, and on 18th January, with FRIESLAND in attendance, the tanker was still afloat at 24 degrees west.

But the greatest calamity was the explosion of French Shell's BETELGEUSE at Whiddy Island, Bantry Bay on 8th January 1979. This was dramatically portrayed on TV. She was built at St.Nazaire in 1968. There was great loss of life, including the pilot, both in the ship and on the Jetty. Cory's tugs TRALEE BAY, DINGLE BAY, BRANDON BAY and BANTRY BAY were much concerned in the aftermath. BANTRY BAY was in fact proceeding to assist in fire-fighting when the ship blew up and was within half a mile. The bow portion, still containing oil, is to be raised by the Smit organization. Many Irish fishermen have lodged claims for loss of livelihood.

MEMBERSHIP OF THE SOCIETY

Anyone reading this journal who is not already a member of Liverpool Nautical Research Society, and wishes to make application to join, should contact the Hon.Secretary, c/p Merseyside County Museums, as page 1.

The normal subscription is £3 p.a. with special rates for country members, and husband/wife membership.

NORMANDY INVASION. 1944.

In a December broadcast from Radio Eireann, John Ryan who has been quoted in this Bulletin several times of late, told of a coastal trip he made in his motor launch last summer. It was between Cherbourg and Le Havre. Normally one thinks of a harbour as a place of refuge, but he was approaching one to be avoided, and had to put out into an angry sea to give it a wide berth. For off the Normandy beaches remains "Mulberry" which for a while was the gateway to Europe, and let in a third of a million men, 60,000 vehicles and a huge quantity of war material.

For the invasion, no harbour on the French coast could be secured and made good, so the British and Americans took across their own floating harbours, given the code name "Mulberry". There were pre-fabricated jetties, and floating ramps to connect to the sandy beaches.

In the early dawn of 6th June 1944 the German lookouts must have been amazed to sight over one thousand vessels approaching the beaches. An armada of tugs towed caissons, seven miles of piers and sixty old steamers to be scuttled and form breakwaters. Each of the two great harbours had the capacity of Dover.

In the first few weeks, the weather was fairly good but on 19th June a summer storm wrecked the American harbour and damaged the British one. They were soon in operation again and a week later, the Americans captured Cherbourg. In three months, two million men and their equipment landed.

But when their work was done, these harbours were abandoned to the sea, and now lie like forlorn toys, with the wrecks of innumerable ships - an immense junk yard.

That Mulberry turned the key to Hitler's fortress there is no doubt, but it is an area to be avoided, no doubt strewn with hidden explosives. We should also remember "Pluto" (Pipeline under the ocean). These were huge drums of flexible piping laid on the seabed to permit 3000 tons of fuel oil to reach France every day, and completely obviate the use of tankers.

John Ryan's story is an interesting one, because perhaps we thought that all the mess had been cleaned up by 1978, but there it remains for obvious reason.

N.R.P.

CAPTAIN COOK. BI-CENTENARY

This year is the 200th anniversary of the death of Captain Cook, the great explorer, who circled the globe three times. It was because of him that Britishers came to be called "lime-juicers" or "limeys". The sailing ship crews of his day suffered from scurvy, brought on by malnutrition and shortage of vitamin C, as in fruit and vegetables. He carried casks of the juice of the lime, and made his crew take it, even against their wills. In three years voyaging he did not lose a man through this complaint. The Royal Navy adopted the practice, serving out limejuice on tropical stations. Some of our members may have tasted the yellowish syrupy fluid, pleasant when diluted with water. It was even issued to the crew of HM Yacht EVADNE on Irish Sea patrol in 1940 during hot weather, and there was relief when it was realized that it was not a substitute for the rum ration!

Your course securely steer,
West by south forth keep!
Rocks, lee shores, nor shoals
When Eolus scowls
You need not fear;
So absolute the deep.
And cheerfully at sea
Success you still entice
To get the pearl and gold
And ours to hold -
Virginia - Earth's only paradise.

Michael Drayton. 1563-1631

THE END OF A PIONEERING NEWCASTLE FLEET

"Sea Breezes's" Editor, Craig J.M.Carter, writes in the "Freighting World" - "With the disposal of the three bulk carriers LETCHWORTH, NAWORTH and OAKWORTH (Built by Cammell Lairds), and the sale of the SD.14 motorship DALWORTH, no ships remain to wear the Blue houseflag carrying a large red "D" of R.S.Dalgliesh Ltd., Newcastle.

"Dalgliesh went into business as a shipowner in 1905, and in 1917 formed the Watergate Steam Shipping Co. It was in that Company's name that most of the subsequent vessels were

registered with R.S.Dalglish acting as managers.

"A few years ago the Watergate Co. became a subsidiary of the Lonrho group, which financed the construction of new tonnage...

"Thus it would appear that the shipowning and managing activities of this old established North East firm are at an end.

Whether they will ever be revived can only be a matter of conjecture, but in the present state of the industry it would seem unlikely. Nevertheless it is sad that a fleet of ships which has been in evidence for over 70 years, and in a small way made maritime history by pioneering the Hudson Bay route to Port Churchill, should have quite so suddenly faded away."

(Not only sad, but tragic, as may some day be related by a researcher who writes the history of this firm - N.R.P.)

EXETER MARITIME MUSEUM

Writing in "Paddle Wheels" the magazine of the Paddle Wheel Preservation Society, Iain MacLeod says:- "To attempt any sort of catalogue of the boats on display would be an endless task, but here are craft of great grace and beauty from the furthest corners of the earth, many belying the primitive conditions under which they were built.

Outside, there are to be found the two vessels which will perhaps interest steam enthusiasts most of all. Again, a lengthy description is inappropriate - the only way to appreciate how interesting the boats are, is to go and visit them, just as the only way to appreciate what a fine vessel our KINGSWEAR CASTLE is, is to go down and work on her.

First, at Exeter is the steam dredger known as BERTHA, a gift to the Museum from British Rail. Thought to be the oldest operational steam vessel in the world, she was designed by Isambard Kingdom Brunel and built at Bristol in 1844. Her working life, an astonishing 120 years, was spent in Bridgewater Docks, and even now she is steamed once a year.

Looming over her in the canal basin is the much younger, but to my mind the even more interesting steam tug ST.CANUTE, most recently at work on the River Fowey, but built originally in 1931 in Denmark. She was harbour tug, ice breaker and fire fighter at Odense, and notices around the ship are still in Danish. With her wooden panelling and tall funnel, she is a remarkably elegant ship and still in working order, and steamed from time to

time. Visitors can wander through much of her accommodation, from the engineroom to the officers quarters, from the galley to the wheelhouse above it. All in all she is a splendid vessel, and a challenge to us in the Preservation Society, to get our own KINGSWEAR CASTLE steaming and elegant once more."

There is much to see at the Exeter Museum. Admission charge is 80p and it is open every day of the year, 10 am to 5 pm, except Christmas Day and Boxing Day.

After Iain MacLeod's remarks had been written, it was announced that the boiler of KINGSWEAR CASTLE was successfully steamed in September 1978 for the first time in nine years. The inspector passed the boiler on 4th, which reflects great credit on all concerned in the voluntary work aboard her.

KINGSWEAR CASTLE was built in 1924, and up to 1965 was used on the River Dart as an excursion paddler.

WITH GREAT SORROW

The following appreciation of the late Professor Hyde, former Pro-Vice Chancellor of Liverpool University, who died on Wednesday 27th December, is submitted by Dr. Peter Davies:-

"Francis Edwin Hyde was born in Wolverton, Bucks on 18th July 1908. After attending the local grammar school he gained a first class Honours B.A. in modern history in the University of Liverpool in 1929.

"His postgraduate studies started at the London School of Economics where he undertook the research which later, in 1934, formed the basis of his first book - "Mr. Gladstone at the Board of Trade".

"For a time he was a Commonwealth Fellow at Harvard, and on his return to England became assistant lecturer in Economic History in Liverpool University. During the War, he served first in the Board of Trade and then in the Ministry of Supply. In 1971 he became Chaddock Professor of Economic History until his retirement in 1975.

"He will be mostly remembered as a pioneer in shipping history, including histories of Alfred Holts, T. & J. Harrisons and the Cunard Line. His other research interests included the development of Merseyside and the growth of the Far Eastern trade, and the Slave trade.

"In 1958 he joined with some of his colleagues to create the journal "Business History" and was its editor until 1975. In addition to his academic work, he built connections between the University and the business community, through his interest in the training of accountants, in the Chamber of Commerce and in the Liverpool Economic and Statistical Society. Within the University he occupied the positions of Dean of the Faculty of Arts and Pro-Vice Chancellor, and he also served as Treasurer of the Joint Matriculation Board."

The Sea is loathe to lose a friend;
Men of one voyage, who did spend
Six months with him, hear his vexed cry
Haunting their houses till they die.

W.H.Davies

SOCIETY NOTES

The Hon.Treasurer is concerned that there are still a number of subscriptions overdue for the current season, and he would like these settled at an early date.

We have sadly to record the death in the autumn of Dennis Maddrell, retired coxswain of Port Erin lifeboat, a stalward of the R.N.L.I. He was a member of the crew of FENELLA when she was sunk at Dunkirk in May, 1940.

We have a correction to the report of the September meeting. It is regretted that on page 84 Vol.XXII No.4 it was said that a set of postage stamps was produced depicting PSNC's ARABIA entering Port Stanley. Bram Hallam is thanked for pointing out that the ship's name was ORAVIA, wrecked in the Falklands in 1912.

The subject of the blue cover for the four 1979 issues of the Bulletin shows the extremity of the former New Brighton Promenade Pier. It is a place very happily frequented by many of us, who lament its demolition in 1978. In the 1960's it was usual to see an average of thirty vessels passing on a tide, but those are the days which perhaps will never return. When the ebb set in, we relaxed in our deckchairs to the happy burble of the Tower Grounds Amusement Park, and the shrill whistle of the miniature railway train.

L I V E R P O O L N A U T I C A L
R E S E A R C H S O C I E T Y

B U L L E T I N

Merseyside County Museum
William Brown Street
Liverpool, L3 8EN

Hon. Secretary - M.K. Stammers, B.A.
Editor - N. R. Pugh

And still as he worked at the toy on his knee,
He would spin his old yarns of the ships and the sea,
THERMOPYLAE, LIGHTNING, LOTHAIR and RED JACKET,
And many another such famous old packet -
And many a tough bucko and daredevil skipper
In Liverpool blood-boat and Colonies clipper -
The sail that they carried aboard the Black Ball,
Their skysails and stunsails and ringtail and all,
And storms that they weathered, and races they won,
And records they broke in the days that are done.

"A Ship in a Bottle" - Miss C. Fox Smith

Vol. XXIII No. 2

April - June 1979

PEARL HARBOUR TODAY

The wreckage on the French coast of the artificial "Mulberry Harbour", used in the 1944 invasion of Europe was mentioned in the last issue. Our United States member Clement G. Mossop of Philadelphia has sent across some interesting information of what remains at Pearl Harbour today, following a holiday he spent in Hawaii.

Pearl Harbour and Mulberry Harbour achieved lasting fame

for very different reasons during the war years. We read that "from the carnage of 7th December 1941 grew the magnificent base of the present Pearl Harbour, which stands today as a monument not only to those who died, but to the living whose integrity created it".

The sudden attack on Pearl Harbour, its installations and the ships there, resulted in loss of life to 3,067 servicemen. It brought the United States into the war on the side of the Allies, and then all through the long conflict, the words "remember Pearl Harbour" rang out again and again in challenge to the job to be done.

Whole-hearted military and civilian teamwork resulted in the greatest fleet and fighting team in the history of the world.

The ships present on that day of horror were the eight battleships CALIFORNIA, PENNSYLVANIA, MARYLAND, OKLAHOMA, WEST VIRGINIA, ARIZONA, NEVADA and TENNESSEE, all rather old and commissioned between 1916 and 1923. There was also the ex-battleship UTAH of 1911. Other vessels included eight cruisers (1924/1939), 31 destroyers, 5 submarines and 38 miscellaneous craft, plus tugs etc.

The rusted, twisted hulk of the once proud battleship USS ARIZONA remains at her berth still - an everlasting memorial to the 1102 men lost in her that Sunday morning. The Japanese used 350 carrier based planes, and first struck at naval barracks and airfields before bombing and torpedoing the unprepared ships.

Samuel E. Morison wrote - "Never in modern history was a war begun with so smashing a victory by one side, and never in recorded history did the initial victor pay so dearly for his calculated treachery."

It was not in Pearl Harbour but right in Tokyo Bay on the quarterdeck of the battleship USS MISSOURI that representatives of the totally defeated Japanese Empire signed the terms of unconditional surrender on 2nd September 1945.

Nowadays, Hawaiian Cruises Ltd. operate a twice daily cruise to Pearl Harbour by the motorship ADVENTURE V, and this is looked upon as a pilgrimage by relatives and friends of those who died in this terrible act of premeditated slaughter.

The brochure, so kindly sent across the Atlantic by our member, lists the names of ships involved, shows a plan of the base

and how the raid was carried out. It will rest in our archives for interested members to examine.

BELFAST SLUDGE DISPOSAL

In February 1977, Mr. Michael McCaughan of the Ulster Folk and Transport Museum gave us an illustrated talk on "Sail and Steam in Ulster". The second half of this meeting was devoted to a colour film concerning DIVIS, a small vessel which for 50 years has given continuous service in disposing of sludge. Well, this small ship has now gone to the breakers and it is worth putting on record that she was the last vessel built by Workman Clarke and Co. in 1928. Her tonnage was 321 on dimensions 153 x 29ft. She will be remembered as DIVIS I, for now a handsome replacement named DIVIS II has taken her place, built by James Lamont & Co. on the Clyde. Her tonnage is 863 on dimensions 184 x 36ft. She is, of course, diesel propelled and no more will the cloud of coal smoke announce the daily passing of the sludge boat.

FEBRUARY MEETING

The easterly wind, which made this second Thursday in the month so cold, might have been blowing directly from the arctic wastes of Siberia, when we met to hear a lecture on "The Soviet Navy". But at least we were warm in the Museum lecture room, where we welcomed Mr. J. Eames, lecturer in classical archaeology at Liverpool University.

Our speaker explained that his interest in naval matters came of his service in the Fleet Air Arm, and duties connected with guarding our valuable and harassed convoys to Murmansk in 1942.

In June 1956, Khrushchev appointed Admiral of the Fleet Sergei G. Gorshkov as supreme Commander in Chief and deputy Minister of Defence. The expansion and diversity of the Soviet fleet is largely due to him. After 23 years, he is still in charge and we saw a colour slide of a man of rugged countenance, with numerous medal ribbons displayed on his uniform.

Mr. Eames stressed the geographical fact that Russia has four coastlines to guard, the Baltic, the Arctic, Black Sea and North Pacific, and fleets are moved about as required.

Some historical background was given to our lecture, going back to Peter the Great who was responsible for building the naval base at Kronstadt on the Gulf of Finland. Developments in the Black Sea came much later, when in 1783 the naval base of Sevastopol was built. Mention was made of the Battle of Navarino in 1827, the last to be fought entirely by wind-driven men of war. A combined fleet of Russian, French and British ships met a force of Turkish and Egyptian ships. The causes and results of this combat are too lengthy to describe in this report.

We were reminded of Vice Admiral Rozhdestvensky's long trek from the Baltic to the Far East in 1905, to attempt the relief of Port Arthur, then in Japanese hands. The flagship was KNTAZ SUVAROV, and passing through the North Sea fishing grounds, such was the state of nerves amongst the untrained crews of the Russian ships, that they fired on, and caused casualties in Lowestoft trawlers, believing them to be Japanese warships. It is said that the Russian admiral was furious at this outrage, and had sufficient worries already as to where he was going to refuel his fleet. Coal was obtained at Dakar and in Madagascar. Rozhdestvensky was further concerned at being ordered to take under his wing the Russian Pacific fleet, mostly composed of old vessels, whereas many of his were new. (This story is graphically described in "Sea Battles" by Thomas Foster, published by Enigma Books Ltd., London. 1974 £2.75).

The Russian combined fleets met the Japanese in Tsushima Strait and suffered annihilation at the hands of Admiral Togo, only three ships surviving. This was a great blow to their aspirations of being a great naval power, of world-wide potential. In a bid to recover lost ground they had designs for a capital ship armed with twelve 16" guns - this was in 1916, and they were pioneers in one field, for they built the first minelaying submarine.

We saw a slide of TSARVICH leading a squadron of dreadnoughts in line ahead, all pouring out coal smoke. There was an attractive colour slide of the central pavilion of Leningrad naval academy. We were told that in January 1918 the Red Fleet crews were demoralized by the execution of their officers, and the domination of the

Bolcheviks, for it was in the previous year that the Czar was overthrown.

All matters naval are treated with secrecy, and with a great distrust of foreigners. In 1951, 240 submarines of one class were built, nicknamed by us the "Whiskies", and later they produced nuclear submarines of the "Victor" class whose speed under water is 35 knots. Then came the cruise-missile submarines of the "Charlie" class, which had to surface to fire their missiles. They carry 8 orthodox torpedoes and 8 missiles. Most of these vessels were built at Severodvinsk on the White Sea.

We saw slides of a "Badger" aircraft, taking a close look at Buccaneer aircraft lined up on ARK ROYAL's flight deck, also a slide of the helicopter carrier MOSKVA refuelling from a tanker, and closely observed by HMS UNDAUNTED.

Mr. Eames turned to other classes of vessels at present in this vast navy, now the second largest in the world. The replenishment ship BORIS CHELIKIN, the depot ship UGRA providing fleet repair facilities, and PRIMORYE, intelligence collector with her large gaunt deck houses.

To back up their modern navy, the Soviets have 1000 land based aircraft in the fleet air arm, and have a vertical ascent aircraft, faster than our Harrier, but having disadvantages of a different nature.

They have a large fleet of landing and amphibious craft, of which we saw ALLIGATOR as an example - somewhat smaller than our FEARLESS. We saw photographs of missile cruisers KRESTA and KRIVAC, packed with weapons for air and sea assault.

"What does it all amount to?" asked our speaker, adding that it is necessary to reinforce morale in the service, all seamen being conscripts. With such a conglomeration of weaponry and electronics, it is doubtful if the service could ever approach 100% readiness.

After the interval Dr. Davies asked our speaker where was the greatest concentration of naval force? The answer to this was "the Arctic theatre based on Murmansk". As already stated, great secrecy is maintained towards foreigners, and shipbuilding and drydocking in all theatres, is done under cover.

Ken Stuttard asked how the Soviet Navy was likely to be deployed in world strategy. Mr. Eames thought the position was somewhat comparable to Germany in 1939. One remark during question time was thought-provoking - "that we are now in one of the longest periods of peace in history". But we think of the "cold war", Cuba, Korea, Vietnam and Angola - fortunately for mankind, no major conflict since 1945.

Wilfred Raine questioned whether ships with so much top hamper, packed with electronic gear, were really efficient taking into account that of all navies, the Russian had to face the most extreme weather conditions.

At the end of the lecture we were left with great imponderables on our minds. It may be that 70 years or so after the catastrophic defeat in Tsushima Strait, Russia is trying to ensure that at last, she attains the might on the seas which for so long has eluded her. Her naval activity in two world wars having been negligible, it was the allied fleets which guarded the sealanes to Russia, in the last war, at great cost.

Mr. Alan Clayton proposed the vote of thanks, to end what had been a most interesting lecture.

As a follow-up, members might do well to spend a little time perusing the U.S.S.R. section of "Jane's Fighting Ships" available at our Commercial Reference Library, next door to the Museum. This volume is retained permanently and not on loan. Its location on the shelves will be promptly indicated by a request at the enquiry desk on the first floor.

N.R.P.

SEA POWER AND THE STATE

is the title of a new book by Admiral Sergei Gorshkov, C. in C. Soviet Navy printed in English by Pergamon Press Ltd. at £15.00. The author was mentioned in the foregoing February lecture, and has put into practice a plan to integrate the Soviet merchant fleet into the Soviet naval sphere. Especially in communications, this was a weakness in allied strategy at the start of the last war. It is no use a navy using different procedure to the ships it is guarding, comparable to speaking a different language. The technological advancement in ship radio communication coupled with the high standard of operating within the combined naval and merchant fleets, must be the result of Admiral Gorshkov's efforts.

Chaps I've sailed with - thought per'aps
Pretty much like other chaps,
Maybe liked an' maybe not,
Drunk with, scrapped with, half forgot -
Never thought I'd come to say,
Thinkin' of 'em far away,
'Them was fellers, them was men,
Shipmates they were shipmates then,
Lookin' back, why, seems to me
Chaps ain't what they used to be.'

"Retrospect" C. Fox Smith

MARCH MEETING

On the 8th of the month our Chairman, Mr.R.G.Loram, introduced Captain G.D.Pari Huws to speak on the subject of HMS CONWAY. It was in this ship that our guest speaker completed his education before a varied sea-going life with Brocklebanks, Glen Line and Elder Dempsters. He is now a director in charge of ship management with Ocean Fleets Ltd.

It must not go unreported that in addition to our speaker who was trained aboard CONWAY in her Menai Straits days, we had other people in the audience like Kent Richardson, who was a Conway boy in the Rock Ferry days, and to introduce a slightly competitive tang to the proceedings, the fact that our Chairman had been a WORCESTER boy on the Thames. The rivalry between the two school ships was very keen. So it was understandably rubbed in that WORCESTER had once been a passenger ship, whilst CONWAY had seen real naval action.

But, as our speaker said, both ships were unique, and did a tremendous job in turning out young officers for the Merchant Service. It seemed that his career started one steamy bathnight in 1942, when his mother chided him about his homework from the landing without. She made the somewhat incomprehensible remark "Oh, well, if you want to go to sea, you must join CONWAY". Her son was ignorant of what that could mean, but she had worked with Brocklebanks, then known as "Calcutta Steam" and she knew all about the training ship. He was not doing much at school anyway, and perhaps this was the first sign of flexibility on her part.

We were given an historic background to school ships from the mid-1800's, when the tremendous growth of the British Merchant Marine called for officers with much improved schooling to what had been the case hitherto. Navigation meant the requirement of a good standard in mathematics. Another aspect was that the Mercantile Marine Service Association was formed in 1858 to elevate seamen to their proper standing.

Admiralty was asked for the loan of a ship, and the 6th rater HMS CONWAY was offered, built between 1828 and 1832, described as a 26-gun "jackass" frigate. She had served in the Far East and arrived in the Mersey in the summer of 1859. At this time, a guardship was maintained at the Sloyne moorings, HMS HASTINGS, used for recruiting purposes.

At first, CONWAY accommodated 100 pupils aged 13/14 years and they were supposed to stay for two years, but the arrangement was unsatisfactory, and many drifted away to sea before their term was ended. The Board of Trade then stepped in, and allowed one year remission of the 4 year apprenticeship, if pupils completed the 2 years training. This made a great difference, and after two years, CONWAY was too small for the intake, so Admiralty received a request for a larger ship. The replacement was HMS WINCHESTER, a 4th rater of 60 guns, which lasted until 1874.

But she, too, proved too small and the next ship was HMS NILE, rechristened CONWAY. She was a 92-gun battleship with a crew of 830. She was built over the period 1827-1839 and it is said that 30,000 people attended her launch. She saw no action until 1852 when she went to the Baltic for the blockading of the Gulf of Finland. She was also at Crimea. She was a wooden ship, copper fastened and copper sheathed.

Certainly between 1876 and 1940 she was very much a part of the Mersey scene. At one time, she had the company in the Sloyne of CLARENCE, AKBAR and INDEFATIGABLE.

There was always a great deal of boat work to be done in the swift running Mersey tides, yet only one boy was ever lost over-side. The sea training which CONWAY and WORCESTER boys got, made them a cut above others. Shipowners were impressed. The boys were a good quality product and sought after in the manning of ships. Discipline was strict but fair. The first two weeks were the worst and by that time, the new boy would wonder if he could withstand it. Some boys had had some introduction through boarding

school, but our speaker had not. They slept in hammocks, and strangely enough used sheets where normally only blankets are used. Any that mothers provided were always far too wide. There was a narrow mattress, probably like the palliass of the Navy, and a pram-size pillow. Pillows were not normal Navy issue. Junior ratings were not allowed the luxury of a hammock stretcher (an 18" wooden lath knotted at each end to hold apart the "nettles" at the head end). But after "lights out" many used them. They did represent an insurance against near-suffocation, as this writer knows only too well!

The boys wore blue shirts stitched with red cotton. Their trousers had no pockets, but our speaker told us how a shirt sleeve cut off at the elbow, could be sewn in to make a very ample pocket. Captain Huws described the appearance of the 14 year old arrivals, and the unbelievable change in them all after a twelve month period. They were always hungry, and perhaps it was not surprising that when loaves of bread were being passed aboard from hand to hand, about every tenth loaf got "nicked". At the Gazelle Slip opposite Bangor, the boat's crew handling milk churns, usually managed a swig from the churn lid, leaving tell-tale stains down their uniforms!

In 1940, CONWAY was involved in collision at her Mersey moorings and was docked at Birkenhead for repairs. But then came the 1941 "blitz", and she faced near-devastation when two parachute mines exploded nearby, sinking s.s. TACOMA STAR. The danger to the boys was now unacceptable and CONWAY was moved to the anchorage off Bangor, at one time held by the reformatory ship CLIO. It had to be explained to the local people that CONWAY was no reformatory. Of course in Menai Straits, they had exchanged relative safety from air attack, but missed the proximity of other ships and the close connection with the port. Although there were still strong tides, it was a cleaner environment for the boys, and a very pleasant place to be. In April 1949 CONWAY was moved to a new Straits berth opposite Plas Newydd, which meant that she must pass under Telford's suspension bridge. Captain Goddard was in charge, for whom our speaker had tremendous respect. Life on board went on very much as it had always done, until 1953 when she was to go to the Mersey to be drydocked. The Liverpool tugs LANGARTH and YORKGARTH took her in tow to negotiate the difficult swillies near the bridge. The head tug's line parted and the old wooden-wall grounded on the rocky shore

of the Welsh mainland. Whether she was salvable or not was soon settled by the ship breaking her back, and she made a sorry sight for those crossing the bridge between Caernarvon and Anglesey. How to dispose of a large wooden ship in that position became a problem, and sadly it had to be intentional fire which consumed her.

But HMS CONWAY continued as a shore establishment at Plas Newydd in a building which had accommodated the U.S. Intelligence Corps in the last war. Gradually the need for the school diminished. Shipowners began to lose interest, and a position arose in which only one boy in five actually went to sea, though CONWAY standard of efficiency was maintained until the last. Closure came in 1974.

The coffee break gave us an opportunity to examine the photographs and plans of CONWAY laid out on tables. Question time was almost entirely taken up with the question of victuals. Kent Richardson, who was a CONWAY boy in the Mersey days and did not follow up with a sea-going career, told of the parcels the boys got from home. He also remembered that there was amazement in 1930 when they were given bacon and egg for the first time. There had been porridge, pilchards etc. but the only time they had had bacon and egg previously was when the Birkenhead ferry men fried some for them on the Rock Ferry pontoon.

Those who were trained in these ships were at one, that they felt pride in their self-contained community, and where they learned responsibility at an early age. Coxswains of ship's boats working in the tideway were often no older than fifteen years of age.

As was fitting, Kent Richardson was called upon to give the vote of thanks and said that it had been a night of nostalgia for him. The life was very largely monastic. They might get ashore for a couple of hours twice each week. In the winter, they hardly ever saw a female. They used to frequent a sweet shop in Rock Lane East which for some unknown reason came to be called the Dosshouse. Ale houses were, of course, out. But it was a good life as now looked back on, and you disciplined yourself, with perhaps some admonition from officers. How much better it would be, if these institutions existed for today's youth.

Merseysiders will never forget CONWAY and the proud tradition she upheld, giving fullsome credit to the Mercantile Marine Service Association for making it all possible. To be a CONWAY or a WORCESTER boy really meant something on all the seven seas, and Capt. Pari Huws is thanked for reminding us of the fact in this fine lecture.

Your reporter was reminded too, of that wonderful painting by the late Sam J.M. Brown of Wallasey, which we had on display at the Shipperies Exhibition. On a blue summer sea off the Great Orme's Head, and in tow of Rea's newest tug of the period - AYSGARTH - the old wooden-wall was supposedly returning from her refit on the Mersey. Of course, she never reached the Mersey for she was wrecked on the way. And so the beautiful work remained in a store room until recent times, when our Vice President Malcolm Glasier was helpful in having it put on display. It can be appreciated now as the dream of a fine artist, who died in Malpas in his nineties, and whom I had the very good fortune to know in the 1920's in Belgrave Street, Liscard.

N.R.P.

I saw from the beach, when the morning was shining,
A bark o'er the waters move gloriously on;
I came when the sun from that beach was declining,
The bark was still there, but the waters were gone.
And such is the fate of our life's early promise,
So passing the spring-tide of joy we have known;
Each wave that we danced on at morning, ebbs from us,
And leaves us, at eve, on the bleak shore alone.

Thomas Moore (1779 -1852)

QUERY

Our member, Mr. Richard Martin of Hawarden writes - "I believe that during the mid-19th century a steamer service operated between Liverpool and Inverness via the Caledonian Canal. Two vessels possibly on the service were GLANALBYN and Langlands' PRINCESS BEATRICE. Can any member say whether passengers were carried, between which dates it operated, and where the vessels berthed in Liverpool, with their names".

NEW NAMES FOR OLD

A.REGINA	ex STENA GERMINICA (1967)
ATLANTIC SPRINTER	ex ATLAS SCAN
ALEXANDROS	ex TOWING WIZARD ex FLYING WIZARD (tug 1960)
ARGO CLYDE	ex SILVERCLYDE
ARGO TWEED	ex SILVERTWEED
ANCO CHAMPION	ex POST CHAMPION
ANCHAN	ex STRATHARDLE (1967)
BALLYKELLY	ex LIS DANIELSEN (1975)
BHAMOT	ex BHAMO (1957) for loaded voyage to breakers
BANJAMAS	ex STRATHBORRA (1967)
BON ACCORD	ex DECCA RECORDER
CAST ORCA	ex HECTOR (1973)
CELTIC ENDEAVOUR	ex EMBASSAGE
CHIANG CHOM	ex STRATHCONAN (1967)
CAST GULL	ex SILVER BRIDGE (1972)
CAST TERN	ex THISTLE STAR ex SPYROS A.LEMOS ex VIANNA (1970)
ELEMENT	ex CLEMENT (1959)
ESSO ABERDEEN	ex IMPERIAL OTTAWA
EL HUSSEIN	ex DORSET COAST (1959)
GOOD BREEZE	ex TAYBANK
GAREFOWL	ex ROSSETTI (1973)
GOBLET D'ARGENT	ex OSBORNE CASTLE (1962)
GARNATA	ex MONTE GRANADA
GOLDEN STAR	ex AQUAMART ex SARNIA (1961)
GOLDEN CITY	ex CLAN MACILWRAITH (1960)
HUMANIST	ex NAWORTH
HYBUR SUN	ex ELAND ex ULSTER MERCHANT ex EMBDENA (1971)
IRENES IDEAL	ex STRATHAPPIN ex SHAHRISTAN (1965)
KATERINA	ex FREMANTLE STAR
KENDAL	ex KAU LUNG (tug 1972)
KEELUNG	ex MANCHESTER VANGUARD
KAPITAN TOMSON	ex R.S.IXION
KAPITAN YAKOVLEV	ex R.S.JASON
LONE EAGLE	ex DARU ex YOMA ex DARU
LINK TRUST	ex EXPLORER (1961)
LI MING	ex LONDON TRANDESMAN
MINES CUE	ex SILVERTHORN ex YEWHILL (1957)
MARSEILLE	ex MANCHESTER VENTURE
MARUDI	ex LEIF ERIKSON ex HERLAND (Lairds 1967)

MINO	ex DOMINO RUN ex DROMINEER ex KNEBWORTH (1946)
MARIA ELISA	ex HOUSTON CITY
NOCE DI COCCO	ex HANSEATIC ex MAID OF CUMBRAE (1953)
NIKTES F	ex HOLLYBANK (1964)
ORIENTAL MERCHANT	ex PROMETHEUS (1967)
PENHARA	ex BRITISH MALLARD (1960)
PRACTICIAN	ex LETCHWORTH
PROGRESSIST	ex OAKWORTH
PELOPIDAS	ex IRISH ELM (1967)
PEARL	ex SOMERSBYDYKE (1967)
QATARI	ex CHEVIOT PRINCE ex MENDIP PRINCE (1970)
REEFER QUEEN	ex PIAKO
RANIA G	ex SUN XVI (tug)
SAN GEORGIU III	ex DEIDO
SEA RADIANCE	ex ORIENT CITY (1977)
SEAKITTIE	ex CAIRNSMORE (1975)
SELAMAT SINDIA	ex LIVA ex PAN TECK ex ST MERRIEL ex THORPE GRANGE (1954)
S. CATALDO	ex SUN XVII (tug 1946)
SOLE PRIMO	ex SUN XIX (tug 1956)
SOLE SECONDO	ex SUN XX (tug 1957)
TIBER	ex CITY OF NAPLES
TRONTO	ex CITY OF LA SPEZIA
VEEJUMBO	ex DEGEMA

WITH GREAT SORROW

It is with deep regret that we announce the death of Captain Skutil, who was associated with the Nigerian Marine, a subject on which he delivered a two-part lecture to us. Right up to the time of his death he worked in the interests of the Sea Cadets. Captain Howard is also another of our members mourned. Harry Hill, a member since 1952, was on his way to our March meeting when he was knocked down by a motor vehicle, and without regaining consciousness, died five days later. He was 84 and condolences have been sent to Mrs. Hill. He was well known on board the North Wales steamers, and we shall remember him by his sketches on Exhibition Nights. The Society was represented at the funeral by Miss Lomas and Wilfred Raine at 9.30 a.m. on Friday 16th March.

On stormy eves from cliff and head
We saw the white spray tossed and spurned;
While over all, in gold and red,
Its face of fire the lighthouse turned.

John Greenleaf Whittier

APRIL MEETING

It came about that our April meeting on the second Thursday in the month was on the eve of Good Friday, when people are inclined to break away for the first holiday after a severe winter. We had almost our usual attendance however, but proceedings took a different course to our usual Exhibition Night, to include the postponed talk by Mr. F.S. Reid which he was unable to give in November owing to indisposition.

To start the evening, Miss Nancy Ritchie-Noakes gave a further progress report on the Merseyside Maritime Museum, and developing ideas for it. There were five very nicely executed water-colours of the Canning and Albert Dock area. It has not yet been decided whether a new building will house exhibits, or if they will be scattered in the old Pilotage building, the former salvage depot of the Liverpool and Glasgow Salvage Association, the pillared Traffic Office, and some part of the Albert Dock warehouses. It is hoped to open at least a portion in 1980. Of the two Canning graving docks, it may be decided to use one dry and the other wet, to display some vessels either bought or donated. The Pilotage Office will have displays of Mersey navigation, the pilot service, and facilities for watching the Mersey scene and ship identification. There may also be a mock-up of a ship's bridge with working electronic equipment. (This sends a shudder down this reporter's spine remembering damage done in the past to items like glass-topped chart-tables in H.M. Ships visiting our port. Would the City Council be prepared to allow keel-hauling for acts of vandalism within the Museum - I fear not!)

One member questioned the safety aspect of this part of dockland, where stanchions and chains are sparse. Children being involved, this is being looked into.

That concluded our news regarding the Maritime Museum and we were now addressed by Mr. Reid, a New Brighton resident.

In the early part of this century, sailing on the Mersey was

vastly different to what it is today. Men talked about "sailing" and the term "yachting" was looked upon as denoting a minority sport. If sailors got into a position requiring the lifeboat, this was thought of as a humiliation, for small boat sailors were independant and self reliant.

The rear of New Brighton, Egremont and Rock Ferry landing stages were places of great activity at weckends. Most boat engines were looked upon as unreliable and the Mersey sailor had the greatest respect for the fast tides. Mr. Reid could remember swimming in clear blue water at Eastham, so different to today. He remembered how they used to pass newspapers to the Formby lightship PLANET. (On the Crosby Lightship cruise by FLYING BREEZE or EGERTON, this writer remembers dumping bundles of newspapers on the COMET. On one occasion EGERTON had to wait to nose alongside and avoid the wash of SAINT ANDREW, a G.W.R. packet on charter to the I.O.M.S.P. Co. taking the afternoon sailing to Douglas).

Trawling for dabs and shrimps in the Rock Channel was a popular pursuit, and our speaker remembered the catch being boiled on the ferryman's stove. These sailors had little money but would buy their requirements cheaply at the Jewish emporium of Greenberg and Co. in Park Lane, where one could procure sticky oilskins and seaboots. But whilst they were "weekend sailors" they became trained as excellent boat hands, and were adept at fancy rope and canvas work.

We saw a slide of Eric Greenwood, who joined the R.N. Supplementary Reserve, and who as a quiet capable yachtsman, became a Lieut.Commander. Then there was George Stonall, Coxswain of the lifeboat who came of an old New Brighton family. Other portraits included Bill Jones, 2nd Coxswain, and the late George (Spinner) Robinson, who was coxswain of the jet propelled lifeboat QUEEN.

There was a miscellaneous selection of slides, showing the HUGIN, a Danish replica longship, on view at Southpcrt in 1949, the submerged forest at Meols, a Marshside shrimper with pony and trap, Woodside ferry in 1791, and Mersey gigs in Liverpool Bay. Many of these were open boats with three masts and lugsails. There were pictures of pilots' cottages at the Magazines, New Brighton, the Liscard battery and Mother Redcaps, which has the reputation for being the den of smugglers. Mr. Reid thought that the ill-fame of Mother Recaps was very largely unsubstantiated.

Other slides showed WATERWITCH of 1871, ELIZABETH BENNETT, a three-masted topsail schooner of 1884, and a rather startling one of ALERT of Runcorn, crossing the Newlyn Harbour bar in heavy seas. There was a photograph taken at the camp of the Corps of Submarine Miners, featured recently in the Bulletin, and we saw Annie Garvey standing at the door of her home, a wooden hut alongside the old floating roadway at Liverpool. She lived to be 80. There was a painting of the lifeboat WILLIAM AND KATE JOHNSON attending the casualty EMILE DELMAS, aground on Crosby revetment.

The photograph of the fish hawkers waiting to cross to Seacombe with their baskets, brought back nostalgic memories, and even the smells of those times to this writer. He was only a child when every Thursday morning, at about the time of the 1914-18 war, the "flower lady" would call at his house and set down her large basket on the front step. She would have walked the mile or so to Liscard, or perhaps taken a penny tram ride, before selling her wares. Slithering flukes, shrimps, flowers in small pots, bedding plants, sprays of acacia were her stock-in-trade. His mother always bought something from this genial old lady in the grey shawl; the dabs were tasty and we knew they were fresh by the life left in them. Before the "welfare state" the outlook of those enterprising women, to whom everyone was "luv", was a sermon in itself.

Our speaker showed us the "Ham and Egg Parade" and New Brighton Pier in the days of "Don't forget the diver!" We saw the ferries crammed with visitors, coming to spread themselves out over the sadly lamented golden sands. Those were the glorious days, with the donkeys, the bathing machines, and floating on the strong sea air, the smell of fish and chips mingling with the strong salty odour of the green Perch Rock moss. The ping pong ball dancing on a water jet invited the aim of the air-gun marksman at sixpence a time.

We are grateful to Mr. Reid for reminding us. The decline of New Brighton was on the way in the 1960's, but the disappearance of both piers, vandalism and sheer municipal neglect completed it in the 1970's.

N.R.P.

We point all day for our chosen island,
Clare, with its crags purpled by legend:
Seven hours we try against wind and tide,
Tack and return, making no headway.
The north wind sticks like a gag in our teeth.
There is no refuge on the gannet's cliff,
We are far, far out: the hull is rotten,
The spars are splitting, the rigging is frayed,
And our helmsman laughs uncautiously.
What of those who must earn their living
On the ribald face of a mad mistress?

RICHARD MURPHY (1927)

MAY MEETING

Our Chairman, Mr. R.G. Loram, presided over the thirty-seventh Annual General Meeting of the Society on Thursday 10th May 1979, held at Merseyside Museums. This was preceded by a Council Meeting.

The society has carried out a full programme in spite of the inclement winter. We have five new members, but very sadly have to record the death of Captain Skutil, Captain Howard and Harry Hill, who was knocked down by a motor vehicle on his way to our March meeting.

Our Hon.Treasurer, Ted Tozer, explained the balance sheet, and proposed that the annual subscription rates should remain the same, viz £3 per ordinary member, etc. With high printing costs, it is not proposed to print Transactions at present and the view is held that the Bulletin is amply reporting lectures. There is to be some exploration as to whether illustrations can be incorporated in the Bulletin. The Society now possesses its own crockery which has meant an outlay of £54. One hundred pounds has been transferred to the deposit account, and for a non-profit-making Society like ours, the position is healthy.

Mr. Clayton proposed the acceptance of the Hon.Treasurer's report, and as one who has to peruse many balance sheets, considered it very clear and concise. The Chairman thanked Ted for the fulfilment of his duties over a number of years.

Moving to the election of officers for the 1979/80 season, our programme included the rather startling statement "To elect

a new Hon.Secretary". At the end of a full ten-year stint, Mike Stammers finds that he is plunged into the onerous organizing of the first stages of the Liverpool Maritime Museum, to open in the summer of 1980. Mike's interest in the Society is undimmed, and we are glad that with Mike remaining Hon.Secretary, Miss Jill Sweetnam has agreed to be Assistant Secretary, and take the weight off Mike's shoulders. This is a most satisfactory arrangement as Miss Sweetnam is on the Museum staff, and also much concerned with the Maritime Museum project. Security precautions being imperative at the Museum, it will ensure entry and egress at times when the building would normally be closed. We heartily welcome Jill to this post, and to the Council.

The Officers of the Society are therefore:-

President: J.J.GAWNE
Vice-Presidents: M.B.GLASIER, N.R.PUGH (editor), W.P.RAINE
Chairman: R.G.LORAM
Vice-Chairman: J.E.LINGWOOD
Hon.Treasurer: T.D.TOZER
Hon.Secretary: M.K.STAMMERS
Asst.Hon.Secy: Miss J.SWEETNAM
Hon.Archivist: Miss K. LOMAS
Council: Messrs. F.BANKS, D.W.BOYES, K.A.GRIFFIN,
H.M.HIGNETT

These officers were voted en-bloc to continue service.

The tense formality of these deliberations was lightened however, by a cri-de-coeur from the earlier Council meeting when an officer stated with justification, that not only was he preparing the coffee, but doing the washing of the cups afterwards. And please could there be a rota of at least washers-up. That chore means missing question time, but we feel that the matter was settled almost before it was voiced. Never let it be said that our female members would allow or be worthy of any reproach!

Coming now to programme ideas for next season, our Secretary mentioned "The Tenth Cruiser Squadron" by Mr.Longbottom of W.S.S., "Formby Lifeboat Station" by Mrs.York, "The Marine Archives of Merseyside Museums" by Gordon Reid, "Chester Shipbuilders" or "Local Wrecks" by Mr.Branigan. Then "The vices and virtues of modern ships" by Mr.Hignett, "Marine Decorative Art" by Dr.York, and "Brocklebanks" by a University lecturer.

Under "any other business" came many sundry remarks. In signifying that Mike was happy to carry on as stated above, he made it clear that he personally was unable at this time to deal with matters of publicity and excursions. If outdoor activity was wanted, then an officer would have to be appointed to make the necessary arrangements.

With the likely opening of the Maritime Museum only twelve months ahead, the formation of a body to be known as "Friends of the Maritime Museum" has been suggested, perhaps using the nucleus of a Society such as ours to get it started. They could perhaps make fund-raising appeals, arrange social occasions and excursions, talks, reception of visitors, and act as guides.

By the time this Bulletin is in members' hands, the City Council will have decided definitely whether or not to go ahead with the first stage of the project. Mike told us the ground floor of the Pilotage Office, on Canning pierhead will be confined to public display, that two rear wings are to be roofed over, and here there will be models ex store. There will be a bookshop, refreshments, and a River observation room.

The old sheds of Liverpool and Glasgow Salvage Association are to have minimal conversion, pending decision on whether a new building is to be erected, or Block "D" of Albert Warehouses used at a later date. The sheds may eventually disappear, but meantime will be used for demonstrations of boat repairing. The first floor of the Pilotage office building will contain the offices and lecture room. Shoring up the River wall will present quite a large expense.

There is now an element in Liverpool City Council which sees in the Maritime Museum, the chance to foster tourism in Liverpool and re-establish interest in the south docks. And so it seems that the seed of a Liverpool Maritime Museum sown in 1884 is now to come to fruition, and one wonders why the plant has lain dormant for so long. As we have said before, politics has played a big part and whilst Exeter, Grimsby, Windermere, Hull, Castletown IOM and many other places have succeeded, mighty Liverpool, famed for its maritime history has been bedevilled. Let us face the fact that the time is never right, without great effort and determination.

There has been a concept amongst the public that Museums are

entered without charge. This is not likely to be the case with the Maritime Museum, but this is a matter which awaits clarification.

N.R.P.

BOOKS

John P.F.H.Cook of "Mainmast Books", Saxmundham, Suffolk, 1P17 1JB, offers service in new, secondhand and antiquarian books of all aspects of ships and shipping, both sale and purchase. Lists and catalogues are issued.

If any members are researching present day fishing craft for names, fishing numbers, tonnages etc. there is an excellent volume in the Commercial Reference Library, Liverpool, named "Olsen's Fisherman's Almanac - 1979". Many of our smaller trawlers do not appear in Lloyds Register, making Olsen's a very useful source of information.

"Shipwrecks of North Wales" by Ivor Wynne Jones, is a well illustrated volume (Ref.914/29-Wales) available in our Commonwealth Library.

"Sailing Craft of the British Isles" is the title of a fine reference work by Roger Finch, illustrated by the author. First published in 1976 by William Collins Sons & Co.Ltd. London, the price is £4.95. The book describes the type of work done by many different classes of sailing craft, including Thames bawleys, Medway Dobles, Scots Fifies, Orkney Yoles, Mersey and Weaver Flats, Liverpool Pilot Schooners and Isle of Man Nobbies.

We read that the Liverpool Pilot Schooners were "heavily rigged in order to stand up to heavy weather; three shrouds and a runner each side supported the mast and the jib halliards were of chain". By the mid-1800's there were over a dozen active, owned privately and in 1881 the Dock Board purchased and controlled all the craft on pilot duty. From being sloops with cutter rig, they developed into schooner rig, for the "huge size of a big cutter's mainsail made it a liability when keeping station in winter time." GEORGE HOLT of 78 tons, built in 1892 at Dartmouth, was the last of the schooners acquired by the service and after the introduction of steam, she was sold in 1904.

Members researching Royal Navy ships 1860 - 1970 should refer to "The Metal Fighting Ship in the Royal Navy" by E.H.H. Archibald. This volume can be found in our Commercial Reference Library under reference 359/325/094.

GENERAL NEWS ITEMS

DAPO SKY ex GOTHLAND (1961) badly damaged by fire last year in a Clyde anchorage has been towed to Faslane breakers

The bow section of KURDISTAN containing 7000 tons oil, was towed out into the Atlantic and sunk off Nova Scotia. The sea cocks were opened but the final sinking was by two rounds fired into the hull by HMCS MARGAREE. The stern section lies in a Canadian port after salvage.

Smits' salvage tug THAMES (1961) has been converted into a luxury yacht in the Cayman Islands.

There has been an unsuccessful attempt by Hapag Line to locate the Russian ship which picked up the distress call from their MUNCHEN, signal letters DEAT. The signal was reported as "position 46.15N 27.30W fifty degrees starboard list". Floating debris was found, and a radio beacon was heard by searching ships, but not located in the very bad weather prevailing.

The Shell V.L.C.C. MEDORA is being used as a storage tanker at their Fulmar Field, 170 miles east of Dundee.

Lightvessels are being replaced by Lanby buoys round our coasts, which do not require paid men to operate them. So it came as a surprise to know that a new lightvessel has been put on station by Trinity House. It all arose from listening to the B.B.C. weather reports - Tiree, Varne, Sule Skerry, Bell Rock, Dowsing - yes we knew of these. But then follows "Channel Lightvessel" which does not appear in the current nautical almanacs. Captain C.R.Downes of the Met. Office kindly informs me that this lightvessel was established in 49.54 $\frac{1}{2}$ N 02.55 $\frac{1}{2}$ W in December 1978 to mark the western end of the routing system off Casquets.

Paul Tapscott, Chairman of Associated Fisheries says that our deep sea trawler fleet has been killed off by the E.E.C. and is a victim of its politics. "It is sickening to see so many useful vessels now tied up at our fishing ports. The scrapping of vessels is irrevocable and a unique type of seaman finds it extraordinarily difficult to do a shore job of commensurate importance. A plentiful supply of fish around its shores is one of Britain's few sources of primary wealth - it is madness to discard it." It was extremely fortunate that we had a fine fleet of trawlers to do essential work at sea in 1939 and the men to man them. Hands up - those who would like a humble kipper for their tea, or even a cod steak with parsley sauce at reasonable cost!

Another large oil tanker has been destroyed by lightning. It happened at Port Neches, Texas recently, to the Liberian SEATIGER, which had practically completed discharge. 33 men were rescued and taken to hospital, some from the water, and most had burns. The ship was of 61,000 tons and built in Japan in 1974. A previous tanker lost in this way was KRITI SUN off Singapore in 1976.

At our November meeting, reporting on what was seen at the Ulster Folk Museum's basin at Belfast, Nancy Ritchie-Noakes spoke of the small steel schooner RESULT. Since then, the schooner has been transported by road to the Cultra Museum on a trailer 90ft long, specially imported from Italy for the job. A 350 hp Volvo tractor was used to pull the trailer which had eleven axles each with 8 wheels. 200 tons can be carried, and at 5 mph the journey took 6 hours. RESULT is believed to be the last surviving vessel built at Carrickfergus in the 1890's. She is to be fully rigged and placed on display. After the last war she traded mostly to west country and Channel Islands ports.

ANGELINO LAURO ex ORANJE was lost by fire in March at St. Thomas, Virgin Islands. She was on a Caribbean cruise and most of her 650 passengers and 350 crew were ashore when fire spread from the after galley. There were no casualties. CUNARD COUNTESS left the harbour hurriedly during the fire for safety. The liner was close to oil installations on shore

and efforts were made to tow her to sea, but these failed and she was sunk at her berth. Formerly a Dutch liner of 24,377 tons she was built at Amsterdam in 1939. During the war she was used as a troopship and visited the Mersey.

Britain having sold to the Soviet Union a large amount of chemical plant destined for central Siberia, a pontoon is being built at Milford Haven for transport. The cargo, much of it very large pieces, will be loaded on the barge in Glasgow and towed by a Russian tug, via North Cape and the arctic route to the River Ob, which will be navigated for very many miles. The route is only open for eight weeks of the year, and timing is critical.

ODIN'S RAVEN, a Viking longboat is being built of oak in Norway. It is to sail this summer from Trondheim to Peel I.C.M. in connection with the 1000th anniversary of the founding of the Tynwald Parliament by King Orry. This replica will be 50ft x 11ft, rather smaller than the Gokstad boat in Bygdoy Museum, Oslo. Both sails and oars will be used on the passage and the Manx crew were in training in February.

It seems a very good thing that in these times of ever-diminishing opportunities to sail around our coasts, the Coastal Cruising Association publishes a news-sheet, which details activities in progress. As schedules are brought out by Sealink, Calmac, Waverley S.N.Co., Campbells and the I.O.M.S.P.Co., all are scrutinized in members' interest. Shipowners are made aware that there are still many people who value the chance of setting foot on shipboard to go places, and benefit from sea air. The Association made a Hogmanay Cruise by COUNTESS OF KEMPOCK on Saturday 30th December 1978, to Loch Long, Loch Goil with time ashore at Carrick Castle. They sailed from Greenock at 10 a.m. arriving back at 3 p.m. - late enough in winter. No catering facilities were provided but every adult passenger received a free dram and a piece of Christmas cake. Keen!

In January 1979, the Lebanese DRAGON, 871 tons was on passage with cargo from Bourgas to Aden, and sank off the Turkish coast after collision with the Turkish HAKAN. DRAGON's previous name was MITERA EIRMI and before that, she was

ST. MAGNUS (North of Scotland, Orkney and Shetland Shipping Co.). Originally she was built in Holland in 1955 for Palgrave Murphy & Co., as CITY OF DUBLIN.

Manx Line operations should have re-started by the time this Bulletin is in print. Bad weather hampered the removal of the wrecked pontoon and ramp at Douglas, but in March a barge arrived to transport the parts to New Ross, Wexford for repair. Two of James Fisher's ships maintained the cargo service with MANX VIKING being modified yet again, at Belfast. It is rumoured that DUKE OF LANCASTER may help out during the summer season.

After the explosion on board ANDROS PATRIA, when most of the crew abandoned ship and were drowned (as reported in our last issue) she drifted by mid-February to 200 miles NW of Cape Verde, and was lightened of her oil cargo at sea. Tugs POOLZEE and TYPHOON then towed her to Lisbon in eight days, and she was handed back to her owners.

In April 1979 there was a collision off the Brittany coast when the Norwegian TEAM CASTOR in ballast sank the Liberian GINO, carrying heavier-than-water crude oil. All the crew of 33 were rescued safely by VELIKIY OKTYABRA. The unfortunate vessel was ex NAI GINO ex GINO LOLLIE GHETTI, 29,000 tons, an "Obo" built at Venice 1969.

Following a big oil spill by ESSO BERNICIA at Sullom Voe, at least 3000 sea birds were reported to have succumbed. Although only eleven years old, rather surprisingly, this V.L.C.C. has been sent to the breakers.

N.R.P.

I choose at random, knowing less and less.
The shambles of the seashore at my feet
Yield a weathered spiral: I confess
- Appalled at how the waves have polished it -
I know that shores are eaten, rocks are split,
Shells ghosted. Something hates unevenness.

THOMAS KINSELLA (1928-)

MERSEY NOTES

The Alexandra Towing Co. have stationed their TALBOT at Foynes, Limerick. She worked for a time in the Mersey. It is also reported that a towing company named Irish Tugs Ltd. has been formed in the Republic, largely as a consequence of Ireland now being the fastest progressing member of the E.E.C. Time was, when Smits kept a salvage tug on station at Cobh, but maybe this practice is no longer economical, and salvage tugs have to be kept gainfully employed.

The Alexandra Towing have taken delivery of the new tug INDOMITABLE, and her sister FORMIDABLE is under construction. They are capable of handling the largest tankers, container ships etc. and making ocean voyages.

MANXMAN did her seasonal refit early this year, so as to take part as CARPATHIA, in the making of a film - "S.O.S. TITANIC". The filming took a week in Manx waters, with the Preservation Group's tug KERNE taking the part of the Queens-town tender AMERICA. They sailed from Liverpool for this assignment on 11th March

In the fourth of a series of half-hour talks on Radio Merseyside, our Hon.Secretary M.K.Stammers described his inspection last spring, of what remains at Port Stanley F.I. of the sailing ship JHELUM. Not nearly so famous as HMS VICTORY or CUTTY SARK, she is the best surviving relic of an early nineteenth century British merchantman. What is more, she was built in Liverpool 130 years ago, to trade between our port and India. Having been used as a storage hulk, her stern was covered by corrugated steel sheets which have helped to protect the after part, but the bows are open. Grass grows between the pine decking which remains, the windlass is still there, but sand and boulders litter the holds. With nine by six inch oak frames, her strength was impressive. Mike found great neatness in the workmanship. Though parts of the ship may yet be brought home for preservation, it is unlikely that the whole ship could be salvaged and returned to her home port.

In the 1979 spring, Ocean Fleet's DUNKWA was laid up in Sandon Dock and it looked as if she would soon lower the Elder

Dempster houseflag, as other "D" class ships have done. However, an upturn of trade occurred and she was soon back on the loading berth at Huskisson Dock, for West African ports. A shadow also hung over the Russian built Blue Funnel or LAERTES, but she also was pressed into service to the Coast, and it is hoped that the worst of the shipping recession has passed.

In March, we saw the introduction on the Mersey of the two pilot launches SHEARWATER and KINGFISHER, for boarding and ferrying service. They were built at Toddington for a total of £250,000 and have a speed of $19\frac{1}{2}$ knots from Rolls Royce diesel engines on two shafts. Their dimensions are 49 x 15ft with a draught of 4'8". PETREL and PUFFIN which were built by Philips of Dartmouth in 1962 and have done excellent work, are for sale. They were of wooden construction whereas the new boats are of fibreglass. The PETREL class were 70 x 17ft and of a few knots less speed than the SHEARWATERS.

In May, TV-viewing members may have seen excellent shots of the replacement of Gladstone Dock gates, with MAMMOTH and the new VIGILANT very much in the picture.

The Isle of Man Steam Packet Co. have announced their Llandudno and Anglesey coast cruises for the following dates, Sundays, Tuesdays and Thursdays only:-

May 27th

June 7th, 14th, 17th, 21st, 24th, 28th

July 1st, 12th, 15th, 19th, 24th, 16th, 31st

August 2nd, 14th, 19th, 21st, 23rd, 26th.

SHIPS TO BREAKERS

ARAMON	ex AMAZON ex IRISH PINE (1948)
AEGIS GRACE	ex MINCHBANK
BENVANNOCH	ex CITY OF RIPON (1956)
BENMHOR	ex CITY OF COLOMBO (1956)
CARMILA	ex ILLYRIC (1960)
DIMITRA	ex LITSKA A ex DARRO ex CARNATIC (Lairds 1956)
CONCORD HORIZON	ex LONDON RESOLUTION (1958)
DEMIS	ex ANNUNCIATION DAY ex BENCROUCHAN (1946)
ESSO BERNICIA (1968)	

EMERALD EXPRESS	ex GLENLYON (1962)
GOLDEN ARROW	ex TRECARNE (1959)
HMS HAMPSHIRE (1963)	
IRENES JOY	ex PAMPERO ex CRYSTAL GEM (1956)
INDIAN RESOLVE and INDIAN RESOURCE (1956)	
JACQUES	ex HARDWICKE GRANGE (1961)
LUCKY TWO	ex YUNNAN ex ST ESSYLT (1948)
MANUELLA	ex MARIVENUS ex CHARLTON VENUS (1951)
ORIENT EXPRESS	ex FLINTSHIRE (1962)
OBHOR ex BELLEROPHON ex CARDIGANSHIRE ex BELLEROPHON (1950)	
OTAGOLD ex CITY OF CAPE TOWN ex CITY OF MELBOURNE (1959)	
OLYMPIC FALCON and OLYMPIC SEA	
RAEBURN	ex CANADIAN STAR
SENTOSA ISLAND	ex CLAN MACLEAN (1947)
SOVEREIGN	ex LONDON EXPLORER ex OVERSEAS EXPLORER (1959)
TETA	ex NAYBAY ex MELTEMI ex CRYSTAL JEWEL (1956)
TACAMAR I	ex AMACURO ex SAN JAVIER ex BIRDWOOD (1945)
UNITED VALIANT	ex ATREUS (1951), ULSTER STAR (1959)
UNITED VISCOUNT	ex STRATHALMOND ex TAIREA ex ARADINA ex SALSETTE (1956)

SHIPS FOR DISPOSAL

AMORIA, ARDTARAIG, BRITISH PROSPECTOR, DIXCOVE, KANA PALM,
CLAN MACIVER, ROYBANK (1963), SCHOLAR ex SAMARIA (1965),
STAR SHAHPOUR ex STAR ASAHI ex STAR ACADIA (Lairds 1970)

KING ORRY - THE FINAL CHAPTER

Our country member Donald L. Sattin of Sittingbourne writes of a visit he paid to Rochester, whence KING ORRY was towed from Liverpool:-

"After a deal with a Middle East Co. falling through, it was decided to scrap KING ORRY. This was well advanced on 10th March, the vessel having been cut down to main deck level by the firm of M.Lynch, Steel Stockholders and Scrap merchants of Rochester. Some of her gunmetal skylights and portholes have been purchased by Jarman's Boatyard, Conyer, Kent for fitting to a new ocean yacht being completed. I went along to have a look at her and take photos, but the weather was cloudy and raining hard, so I was unable to do so. She certainly look a sorry sight, but one

could see what beautiful lines she had, which is not always recognizable with all the superstructure in place."

THE AMVER SCHEME

Some years ago the United States Coastguard Service initiated the Amver Scheme. The letters stand for "Automated Mutual-Assistance Vessel Rescue System". The idea behind the project is that ships crossing the Atlantic send details of their voyage to Coastguard Headquarters who put the information into a computer. Masters are not forced to comply but it is good to know that from past records, more British vessels take part than any other European country, with Norway second.

Should any ship suffer distress, no matter whether she takes part in the scheme or not, the Coastguards know which vessels are nearest, and best able to assist.

Several radio stations on the American coast are constantly on the alert both for Amver reports, and for distress signals. The invention of the computer has made it possible to maintain a fairly accurate picture from these morse signals, as the position changes from hour to hour.

* * * * *

This publication is the quarterly Bulletin of the Liverpool Nautical Research Society, based at Merseyside County Museums, William Brown Street, Liverpool. We welcome new members with a common interest in ships and the sea. There is a monthly programme of lectures on nautical subjects, mostly illustrated, from September to May. The ordinary subscription is £3.00 per year, payable in September, with special rates for country members and man and wife category. All inquiries should be sent to the Hon. Secretary, M.K. Stammers. Matters concerning the Bulletin and its contents should be sent to the Editor, N.R. Pugh, 7 Dunbar Road, Hillside, Southport PR8 4RH. Printing is by The Express Typewriting & Duplicating Service, Queen Insurance Buildings, 7 Queen Avenue, 10 Dale Street, Liverpool L2 4TZ.

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L I V E R P O O L N A U T I C A L
R E S E A R C H S O C I E T Y

B U L L E T I N

Merseyside County Museum
William Brown Street
Liverpool, L3 8EN

Hon. Secretary - M.K. Stammers, B.A.
Editor - N. R. Pugh

From all my childhood voyages back to Ireland
Only two things remembered: Gulls afloat
Off Fishguard quay, littering a patch of radiance
Shed by the midnight boat.
And at dawn a low, dun coast shaping to meet me,
An oyster sky opening above Rosslare.....
I rub the sleep from my eyes. Gulls pace the moving
Mast-head. We're almost there.

C. Day Lewis

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July - September 1979

THE LIVERPOOL AND GLASGOW SALVAGE ASSOCIATION

The Association was formed in 1857 as the Liverpool Salvage Association. The Glasgow connection was formed in 1924 but has ceased after the second World War.

The first minute reads:- "This Committee, composed of ship-owners, merchants and underwriters, was formed to promote despatch and economy in the salving of ships and their cargoes, and to reduce to a minimum the loss in all cases of accident, or damage whether in this country or abroad".

The founders included such famous names as Alfred Holt,

W.M.Moss, Philip H.Rathbone, T. & R. Brocklebank, C. & W. Inman, L.J.Lamport and B.M. & G.M. Papayanni. Each member was liable for an annual subscription of one guinea, which was the limit of his liability. Experienced persons were employed to proceed to casualties and protect the interests of all concerned. A fee was charged for their services and so well supported and successful was the organization that after a very short time the collection of annual subscriptions was discontinued. The Association has been self-supporting ever since.

By 1866, pumps and diving equipment was acquired and in December 1873 the first salvage steamer HYAENA was bought. In 1892 an ex-Admiralty gunboat was bought. This was RANGER, purported to be King George V's first command. This famous vessel gave excellent service up to the end of 1953, when at the age of 73 she was broken up at Bromborough by Henry Bath and Son, who also broke up the GREAT EASTERN. In the year 1909, RANGER took part in the salvage of HMS GLADIATOR, a cruiser which capsized after a collision in the English Channel. For the first time compressed air was used. The Association's compressors supplied 90,000 cu.ft. of free air per minute, whilst at the same time 17 pumps removed 8,000 tons of water per hour from the vessel, until she was placed in drydock at Portsmouth.

At the outbreak of the 1914-1918 war, the Admiralty did not possess any salvage resources, and so the Association, then owning three salvage vessels and a large amount of equipment, provided the nucleus of the marine salvage resources of the Country. In charge of operations was Captain (later Commodore) Sir Frederick Young.

Between the wars, lean times were experienced, but with no shareholders and all profits having been applied to the furtherance of the objects of the Association, this difficult period was negotiated. So, at the start of the 1939-1945 war, resources were unimpaired, and responsibility for salvage work was accepted on the west coast from Lands End to Cape Wrath, including Northern Ireland. Salvage assistance was rendered to over 700 merchant vessels, quite apart from warship work.

The Association was entrusted with raising and salving the submarine HMS THETIS, which sank whilst undergoing trials in

Liverpool Bay in 1939. To commemorate this epic, the bell of THEPIS can be seen displayed in the office at Sefton House, Exchange Buildings, Liverpool.

When RANGER was scrapped in 1953, DISPENSER was chartered from Admiralty and sterling service was performed by her up to 1968, when it became apparent that ship salvage work was no longer an economic proposition, and in fact was a drain on long-built-up resources. Navigational aids were now more sophisticated and there was a big reduction in coastal shipping. Then again, there was the advent of Dutch and German salvage operators with huge floating cranes capable of bodily lifting many hundreds of tons at a time from the sea bed.

Today, the Association maintains a staff of marine surveyors, including engineer surveyors, able to carry out surveys on behalf of underwriters, shipowners and cargo owners on a world wide basis. The work includes general cargo, bulk or liquid, machinery, containers, small craft, cargo stowage and heavy lifts. General average work is also carried out.

Whilst loading cargo at Port Kelang in July 1973, a fire broke out in a lower hold of Ocean Fleet's CALCHAS. The vessel was beached, and a surveyor attended for a number of months. He then proceeded to another casualty in the same area and returned to the U.K. in January 1974.

Then, during bunkering operations at Trincomalee in October 1974, a fire occurred in the boiler-room of MAHSEER which spread to the cargo of tea. A surveyor proceeded to Sri Lanka.

CITY OF SINGAPORE ran aground on rocks outside Lobito harbour in November 1974, when again a surveyor examined and reported on the condition of the cargo.

In 1975 the L.& G.S.A. was involved in a case which is probably without precedent, for a survey of cargo was necessary which had been on board two vessels for a period of eight years. AGAPENOR and MELAMPUS were trapped in the Great Bitter Lake, Suez Canal in 1967 during the Arab-Israeli war. They were eventually released in 1975 and most of the cargo belonged to underwriters who had paid total loss claims. The two Blue Funnel ships were towed to Trieste where surveyors went aboard. Satisfactory prices were obtained for much of the cargo which included rubber, tea, wool, timber, cotton goods, plywood, footwear and bulk latex and

palm oil. The Association has been Lloyd's agents in Liverpool since 1891, and has recently moved to commodious modern offices at 179 Sefton House, Liverpool 2, which is the centre of their world wide operations. (These notes have been culled from a brochure recently circulated by the Association).

GEORGE HOLT - THE LAST LIVERPOOL PILOT SCHOONER

In a series of talks on our local Radio Merseyside, Hon. Secretary Mike Stammers has told of his visit to the Falkland Islands early last year. On 7th March 1979, the subject was GEORGE HOLT.

Mike related how he was having breakfast in Port Stanley's only restaurant - Emma's - when news arrived that two of the remaining inter-island schooners were due. They were the red painted PENELOPE and the royal blue ISLAND. They were built in Chile in the 1940's, and although still rigged, chugged along mostly with their diesels. They brought sheep from outlying islands for slaughter, and PENELOPE having sprung a leak on passage with pumps out of action, it was pitiful to see the dead and dying animals lifted out of the hold. Another schooner - PUFFIN - lies alongside the quay, discarded.

Her predecessor was LAFONIA ex GEORGE HOLT, Liverpool's last pilot schooner. Lynda Moss of Merseyside Museums then described the work of the pilot cutters and later schooners in Liverpool Bay in the last half of the 19th century. She hopes to build up a display on this subject in the future Maritime Museum.

Philips of Dartmouth built GEORGE HOLT in 1892. Her dimensions were 109 x 21 x 12ft., 78 gross tons. She had two masts, with No.10 boldly displayed on her sails. Instead of the straight stem, she graced a curved clipper bow. The Liverpool Daily Post heralded her arrival in the Mersey in the same year, her designer having been Mr. Alexander Richardson.

Why she was named GEORGE HOLT is not known, as other vessels bore such names as LEADER, PERSEVERANCE, GUIDE etc. But Ted Tozer, the historian of the Lamport and Holt Line then told how the Liverpool gentleman of that name was the second son of a Rochdale cotton broker. This son became a member of the Dock Board in 1883, was chairman of the Pilotage Committee in 1889 and died 1895 - being buried in Toxteth.

Mike Stammers then carried on with his story, telling us that a few years after this schooner came into operation, two steam pilot boats were built - FRANCIS HENDERSON and LEONARD SPIER. There had been many disputes in Liverpool shipping circles on a steam versus sail basis, and with five schooners already 30 years old, and three boats lost, steam was tried. And so in 1904, GEORGE HOLT was sold and left Liverpool for Port Stanley. Unfortunately her log book has disappeared but there are photos of her. She was employed on inter-island work until 1933, and with 41 years of service behind her, was in need of major repair.

Repair facilities are negligible in the Falklands, but there is a slip where capstans haul small vessels out of the water by manpower alone. Punta Arenas is the nearest repair port. Consequently, she was converted into a barge for carrying wool. In 1937 or 38 she was abandoned. Ships are never broken up in the Falklands, but just left to rot and eventually to sink, with the seaweed streaming around her in the ebb and flow. From reports of local divers which were anything but encouraging, the raising and preservation of the schooner seems improbable.

Nevertheless there was a useful discovery, for Mike was at the Falkland Islands Museum, a single room in the Falkland Islands Company offices, whose curator is Joan Spruce. He noticed some rolled documents and was very pleased to find plans of GEORGE HOLT by Mr.A.Richardson of Liverpool - just 74 years after the vessel's departure from the Mersey.

N.R.P.

* * * * *

But they that trade coastwise know little stone quays
With old salts a-smoking and taking their ease,
The smell of the seaweed, the nets in the sun,
The snug little tavern where old yarns are spun,
The coastguard, the flagstaff, the boats in the bight,
The herring gulls mewing by day and by night,
The flash of the lighthouse which flings forth its ray
To ships trading foreign that pass on their way.

Miss C. Fox Smith

* * * * *

A BACKWARD GLANCE

In 1975 a list was compiled showing our events in the period 1969-1974. Since that time, the Society has been addressed as follows:-

- 1975 Sept. Ships and Seamen of North Wales. Mr.A.Eames
Oct. Hull Maritime Museum. Mr.E.W.Paget-Tomlinson
Nov. DISCOVERY's Expedition to Antarctica 1929
Capt. W.R. Colbeck
Dec. Christmas Social Evening. Illustrated Lecture on
Thailand. Dr. P. Davies
- 1976 Jan. Marine painting. Mr. Stephen M. Riley
Feb. History of Crichton's Shipyard. Mr. R.N. Martin
Mar. Some reflections on the art of Leadership
Admiral Sir Charles E.Madden
Apr. Members Exhibition Evening
May Annual General Meeting. Films - Aboard sail train-
ing ship DANMARK and voyage Clyde to Mersey
in Bibby's OXFORDSHIRE
June Round Cape Horn in GREAT BRITAIN II. Mr.R.Mullender
Sept. Visit to Ellesmere Port Canal Boat Museum
Oct. The Liverpool Potteries. Mr. Lionel Burman
Nov. Northeast Coast Shipping. Mr. Adrian Osler
Dec. Christmas Social Evening. Illustrated talk on
"Search for Drake's remains" Dr.P.Davies
- 1977 Jan. (Postponed owing to snowstorm)
Feb. Sail and Steam in Ulster. Mr. M. McCaughan
Mar. Liverpool Pilotage Service. Mr.N.Morrison (1)
Apr. Effluent Disposal Ships. Capt. J. Atherton
May Annual General Meeting. Talk "Food at Sea"
Miss K. Lomas
Sept. Panama Canal. Mr. J. Lingwood
Oct. Liverpool Pilotage Service. Mr. N. Morrison (2)
Nov. Early 19th Century ships and shipowners. Mr.G.Leahy
Dec. Christmas Social Evening. Book Auction. Illus-
trated talk "Wreck of P.S.N's VALPARAISO"
Mr. J. Lingwood
- 1978 Jan. Archaeology of the Wirral Shore. Miss Chitty and
Mr. M.K.Stammers
Feb. Liverpool Landing Stage Mr. J.W. Thomas
Mar. In search of Samuel Walters Mr. S.M. Riley

- 1978 Apr. Members Exhibition. Film on marine pipe laying by
Mr.R.G.Loram. Slides of Coastal Cruising
by Mr. G.R. Ditchfield
- May Annual General Meeting. Film "Salvaging of EMBLEMATIC"
Mr. Eric Knowles
- Sept. Ships of the Falkland Islands. Mr. M.K. Stammers
- Oct. Voyage of GOLDEN HINDE II. Mr. C.St.J.H.Daniel
- Nov. Progress of Liverpool Maritime Museum. M.K.Stammers
and group.
- Dec. Christmas Social Evening
- 1979 Jan. Manchester Ship Canal Pilotage. Mr. H.M. Hignett
- Feb. The Soviet Navy. Mr. J. Eames
- Mar. HMS CONWAY. Mr. G.D. Pari Huws
- Apr. Latest News of Maritime Museum and talk "Medley of
Sail and Oar" Mr. F.S. Reid
- May Annual General Meeting. Slides of P.S.N.C. ship
voyages. Mr.J. Lingwood

A TIME FOR REMEMBERING

"Perhaps one may be forgiven, on reaching one's ninetieth birthday, for looking back over that long period of time. I was born in 1889, the year my father Arthur Wilson Bibby revived the Bibby Line with the financial backing of his uncle James Jenkinson Bibby".

Thus does Sir A.H. Bibby, Bt., DSO, DL, LL.D, write in the Bibby Line Gazette, he being President of this old established Liverpool shipping company, which has proffered its congratulations.

"My earliest recollection was being taken to see CHESHIRE sail from the Mersey with the Gordon Highlanders for the Boer War. As the ship pulled away all the troops lined the ship's rail and sang Auld Lang Syne, a deep impression I shall never forget.

"On leaving school I came to the office in Chapel Street in 1907 on the princely salary of five shillings a week and an allowance from my father of £30 a year to cover all my other expenses. I remember there was a cafe called Gibbons in Fenwick Street where you could get a lunch of a large bun and a glass of milk for one penny half-penny. Provided you ate the bun first, then drank the milk, you felt you had had a very good meal for a short time.

"In 1910 I went for my first trip to Ceylon and Burma. In those days all the ships were coal burners, later to be converted to oil burners, before the internal combustion engine for ships was invented. I remember the ships being covered with dust at the Birkenhead coal tips. The price of coal was 12/- per ton trimmed into the bunkers. Further coal was taken into the holds for discharge at Colombo and re-shipped on the return voyage to save draft over the shallow bar at the Rangoon River.

"Then came the First World War in 1914, when all the Bibby ships were requisitioned and I was mobilized with my Field Artillery Brigade in August. I was demobilized at the end of 1918 and rejoined the office.

"Things slowly got back to normal, or near normal. People were said to correct their watches as a Bibby liner turned the breakwater in Colombo Harbour.

"Passengers in a hurry to get home caught their train at Marseilles and had their reserved seats. The ships' itineraries on the Rangoon run were made up and printed for the year. 4th Officers were still required to hold Master's tickets and were not given the responsibility of a watch till favourably reported on by their Captain on the homeward voyage.

"Then came the long severe slump of the 1930's when you could walk across the Dart, the Fal and the Gairloch on laid up ships.

"The next upheaval was the Second World War, when again every one of our ships was requisitioned. Things were difficult, you never knew whether the office would still be there after a night's bombing. Fortunately our office was never hit, but often there was no electricity or lifts and it was a long haul up and down the stairs to the 7th floor.

"I had to go to London very frequently; no lights were allowed in the trains and one sat for hours in almost complete darkness. On arriving at Watford one had to decide whether to try for a tube, or risk further delay into Euston if bombing was likely.

"In the early days of the war, YORKSHIRE was torpedoed off Spain. The Germans were continually bombing Liverpool, trying to hit the lock gates and cripple the dock system. This they never

accomplished. Ironically, what the Germans had failed to do was done at the North End docks by a tug going "full astern" instead of "full ahead".

"My 90 years have covered six reigns, three wars, the first motor cars on the roads and the first planes to be airborne, just a few of the very many changes that have taken place. Heaven only knows what the next 90 years will hold."

May we also, if belatedly, send our congratulations to Sir Harold.

THE BULLETIN IN RESTROSPECT

Since our last summary in 1975, we have had:-

- | | | |
|------|----------|--|
| 1976 | Jan-Mar. | The Irish Republican Naval Service
Loss of PRINCESS VICTORIA. 1953. |
| | Apr-Jun | The Liverpool Landing Stage 1878.
A trip to Ceylon 1892. |
| | Jul-Sep. | KERNE - the Mersey's last steam tug
Rebirth of sailing ships
Irish Lights
First Tripper. Leslie Harrison. Part I. |
| | Oct-Dec | Loss of HMS FITTLETON
WILLIAM MITCHELL of the John Stewart Line
First Tripper Part II
Loss of the Peterhead trawler TRIDENT |
| 1977 | Jan-Mar | Our late President - R.B. Summerfield
From Seacombe to Salcombe. Ferry EGREMONT
First Tripper Part III |
| | Apr-Jun | Keeping Track of Shipping. Craig J.M. Carter
First Tripper Part IV |
| | Jul-Sep | Mersey Division Royal Engineers Submarine Miners
The Fleet that never was. W.B.Hallam
WAVERLEY'S visit to the Mersey
Windermere Steamboat Museum |
| | Oct-Dec | Collision in Firth of Forth. John Robinson |
| 1978 | Jan-Mar | The LINDINGER IVORY piracy
Dr.Livingstone - the Mersey connection
Obituary - Ted McManus |
| | Apr-Jun | WAVERLEY's grounding on the Gantocks
Blue Funnel's farewell to the Mersey
The loss of EYOSHI MARU. M.B.Glasier
Nathaniel Hawthorn. U.S. Consul, Liverpool |

1978 Jul-Sep GREAT BRITAIN. Progress report. H.V.Coney
 A wartime memory. Trawler MICHAEL GRIFFITHS
 Lowestoft Maritime Museum
 Exeter Maritime Museum
 Tubular Lifeboats. Grahame Farr
 People and Places. Merseyside broadcast
 Oct-Dec Steam Launch WATERLILY
 The Pentland Firth
 Sailing on French Canals

CASTLETOWN NAUTICAL MUSEUM

The Nautical Museum at Castletown centres on the late 18th century schooner-yacht PEGGY, and the small three storeyed boathouse built for her by her owner Captain George Quayle (1751-1835).

The Museum brochure says "it is a happy stroke of fortune that the boathouse has survived intact to form the nucleus of the Isle of Man's nautical museum. There could be few more appropriate settings than this 175-year-old building tucked away by the harbour of the ancient capital."

PEGGY herself dates from 1791 and was a clinker built vessel which undertook some local trading. Her dimensions are 26'5" long with a beam of 7'8". She was armed with small swivel guns. In 1796 she was sailed across to the Lancashire coast and trailed overland to Lake Windermere, where she took part in a regatta. The return voyage was eventful, and Quayle wrote "the quarter cloths were of very great protection, and without the sliding keels (being the drop keels which he had invented), we could not have carried sail enough".

"After her sailing days were over she lay undisturbed and almost forgotten in her boatcellar for more than a century; the archway through which she sailed out into Castletown harbour was walled up, and her enclosed dock filled in. Rediscovered in 1935 she was immediately recognized by nautical enthusiasts as of the greatest significance."

Following my inspection of PEGGY and her cleverly conceived resting place, a local Manx resident described Quayle to me as a pirate and robber, from what he had heard in the town. If his boat was being chased, it was possible at suitable state of tide, to sail through the rock cutting and the arch, to the

comparative safety of the boathouse; invisible from the outer harbour. Quayle's swivel guns would not appear to pose much of a threat to an adversary, owing to their diminutive size, yet it is said that in 1793 the Admiralty commissioned PEGGY to tackle raiders. From time to time, they swooped suddenly and carried off booty and prisoners from the Island. These raiders were said to have found that her eight little guns were effective.

Bridge House, the home of the museum, was said to hold many smugglers' dark secrets in its cellars, yet Captain George Quayle was described in the history books as both a soldier and a sailor. PEGGY's owner was a captain in the Royal Manx Fencibles, a corps raised in 1779 for Insular Defence, also he organized a troop of Constitutional Dragoons, and in 1799, the Manx Gentlemen and Yeomanry, disbanded in 1802. He also founded an Isle of Man trading bank, which was short-lived. All this hardly, however, fitted his description of pirate and robber used by the local man I met on the quayside.

As the upper storey of the boathouse, Quayle had the Bucks' Dining Room built and designed as the stern saloon of a ship of Nelson's day. The Bucks was a Society founded in Douglas in 1763 which attracted many gay young beaux, who had a bad reputation.

So, dear reader, if you go to Castletown do not miss seeing Bridge House, and PEGGY below stairs and make your own conclusions. To when this writer was there last in 1974, Castletown is now a pleasanter place. The harbour is no more cluttered with containers for the trade now goes through Douglas. The huge crane remains, but inoperative, and doubtless waiting for the scrap merchant to remove it. Castletown Brewery flourishes, the container firm's offices on the quay are vacant and for sale, the swans glide round the harbour, and all is peace again.

N.R.P.

TO BREAKERS

ANDROS PATRIA. ARISTIDES ex RUYSDAEL (1957). PHOTINIA. AZZA ex EGORI (1957). BUENOS AIRES STAR ex CANBERRA STAR. DIAMANDO ex GOVERNOR (1952). SENTOSA ISLAND ex CLAN MACLEAN. GULF ANCHOR ex ASPHALION ex POLYPHEMUS ex ASPHALION ex RADNORSHIRE ex ACHILLES (1948)

* * * * *

WITH GREAT SORROW

Once again we have to record the passing of a staunch supporter of our Society, namely our much-respected Vice President, Malcolm Bruce Glasier C.B.E. Sadly we mourn one who was ever sympathetic with the aims pursued by this Society and for which he used his influence on its behalf.

Born at Chapel-en-le-Frith, Derbyshire in 1903, Malcolm went to sea in 1917 as an apprentice in the full rigged ship MONKBARNES, remaining in her for 6 $\frac{1}{2}$ years, during which time he obtained his second mate's certificate. MONKBARNES was reputedly the last British square rigger to round Cape Horn. In 1924 he joined Blue Funnel's MERIONES, and in that year gained his square rigged master's certificate. He continued to serve at sea until 1929, when he was appointed Assistant Marine Superintendent in London. In 1939, he became Marine Superintendent for Blue Funnel and Glen Lines and in 1941, for Elder Dempster Lines - the war years in London docks.

Returning to Liverpool in 1951, Malcolm became a managing director of Ocean Steam Ship Company.

His various activities included being chairman of the Employers' Association of the Port of Liverpool - 1966-67, and a member of the former Mersey Docks and Harbour Board. He was a trustee of the National Maritime Museum and President of the International Association of Master Mariners (Cape Horners), these latter interests occupying him up to the time of his death, despite poor health in the last few years. He was awarded the CBE (Civil) in 1949.

The schoolship CONWAY was the subject of keen support, also he was a founder director of the Outward Bound School at Aberdovey, and from 1942 a governor of Gordonstoun.

Retirement came in 1971. He had very many friends in all walks of life, and they will all mourn a man whose company was always stimulating and whose friendship was all-embracing. It was sad that because of ill-health, he was unable to attend our meetings latterly. His interest, and above all his indomitable spirit, never flagged however. After perusing his copy of the Bulletin, it was his practice to telephone his comments from his bedroom at West Kirby. He gave whole-hearted support to the Maritime Museum project, and was well aware that Phase 1 was about to blossom, at the time of his death on 1st June 1979. The funeral

service took place on 6th June at the United Reformed Church, West Kirby, when our Society was well represented. Our sincere condolences go to his widow Margaret, well known to us in the Society's activities.

* * * * *

We much regret also, to record the death of Ted Lewis at the early age of 52. A regular attender at our meetings in the last two years, his paintings attracted much attention at our exhibitions. One he showed us in the spring of 1978 of WANDERER, of Masefield fame, dismasted is particularly remembered. Our condolences go out to his wife and family.

N.R.P.

* * * * *

Beyond this weary way, behold - the sea!
The sea o'erswept by clouds and winds and wings,
By thoughts and wishes manifold, whose breath
Is freshness and whose mighty pulse is peace.

J.B.Brown

MERSEY NOTES

Fitting out in Cammell Laird's wet basin is the medium sized tanker SCOTTISH LION. On 10th July, her sister ship SCOTTISH EAGLE was to have been launched, but this was prevented by what has come to be termed "industrial action". The subversion which has taken place at the Birkenhead yard over past years, is now matched by the rate of redundancy as hundreds lose their jobs, largely through collective folly.

Those who know Mersey shipping, will remember a sandpump Dredger working off New Brighton in the late 1960's named WILLIAM COOPER. It is only now that her fate comes to light for she was sold to Danish owners and renamed SAND TRANS. In September 1978, her steering gear failed, she broached to and sank in rough water between Falster and the East German coast. All the crew were saved.

On 12th June, a "Tornado" of the R.A.F. ditched in the Irish Sea and HMS RECLAIM arrived to locate this new type of aeroplane. Ships were advised that the position was 53.51.30N and 04.01.00W and were asked to give a three-mile berth to the salvage ships. This position is on a course a ship takes between the Mersey Bar Float and Douglas.

With the fleet of the Isle of Man Steam Packet Co. reduced

to six ships this season, mishaps necessitating repair become embarrassing. MANXMAN contacted Liverpool landing stage heavily on the night of 20th June, sustained bow damage and had to be docked for five days. This caused the cancellation of the Liverpool-Llandudno sailing on Sunday 24th - one of only seven Sunday sailings to North Wales this year.

The single file gangways, raised by block and tackle at the Isle of Man stage in Liverpool have caused much delay to passengers wanting to catch transport connections. So the 3-abreast gangways landing passengers from the upper deck of the steamer on to raised platforms, seem successful in more expeditious passenger handling.

The jetfoil craft for B. & I's Liverpool/Dublin service is now well advanced, and is due to start operations in April next. Costing $6\frac{1}{2}$ million pounds, it is being built by Bocings at Seattle. It will ply twice daily between the city centres of Liverpool and Dublin at 50 mph and take no more than 3 hours on each crossing.

Meantime P. & O. Ferries Ltd. are rumoured to be planning bigger ships for the Belfast service, replacing ULSTER PRINCE and ULSTER QUEEN. At time of writing, there is no information regarding berthing arrangements at Liverpool, but the Belfast terminal is expected to be down-river and not in the city. For their cross-channel Irish services, both B. & I. and P. & O. have mentioned that they would like a river berth here, obviating locking delay. Well, there is Princes Parade, Riverside Station, the old site of the landing stage looking like the gap of a withdrawn tooth, and possibly the filling in of Princes Dock. What causes the delay - money?

In July, B. & I's MUNSTER was laid up in Liverpool, but secured a charter from Brittany Ferries to run between Plymouth and Roscoff for about five weeks, whilst the usual ship CORNUAILLES, was under repair.

On Saturday morning 7th July there was a fire in cables under Hamilton Square Station, which put all under-river rail services out of action for some hours. The one Woodside ferryboat therefore became the only cross-river link connecting Birkenhead and Liverpool by public transport. This is the second time within recent months that the Ferries have saved the day. The purpose of creating the "Friends of the Ferries" has been vindicated, against the opposition views expressed by local press and radio. I seem to remember some verses in 1940 in cynical vein - "Don't

be beastly to the Germans" and was reminded of this by the bold headline "Don't be beastly to the ferries" used above a letter published recently from our member Gordon Ditchfield in the "Echo". He was praising the ferry's feat in getting large numbers of Wirral people to work, during a Mersey Rail strike. The ferries have given us such wonderful service down the years, that any derogatory tone comes ill from the editorial offices in Old Hall Street.

With the proposal to cease steel-making at Shotton, comes the threat to Bidston Dock where the iron ore is handled.

There has been strong protest against the MD & HC's intention to close the Salisbury Passage. Another economy measure proposed is the closure of Langton Entrance at weekends, although Gladstone and Waterloo Entrances would still be open.

To conform to new international regulations, ships entering port now have green buoys to starboard, instead of black, and red buoys to port, as before. It is observed that the hulls and latticework of Formby and Crosby Light Floats are still red and white, with a red ball surmounting the lights. The Burbo Beacon is now painted black and yellow.

When sailing to Llandudno, we usually look out for the West Constable buoy, where course is altered for the run-in to the pier. This black and white unlit spherical buoy has not been too easy to spot at a distance, especially in broken water. It has been replaced by a lighted pillar buoy, yellow over black over yellow, in the same charted position 53.23N 03.49W. It has a quick flashing light approximately every second in groups of eight. On top - two black cones, point to point.

On 15th July we saw the effluent coaster RUDYARD ex BLACK-THORN entering Birkenhead in tow of Cory's AVONGARTH, having left Plymouth on 10th.

The "China boats" have long since departed from Birkenhead, but LYCAON is still remembered as regularly loading in Vittoria Dock for the Far East. Built in 1954, she has survived 25 years and her loss came in May. Whilst still with Ocean Fleets, her name was changed to GLAUCUS, and when sold, her new owners renamed her UNITED VANGUARD. On her last voyage she left Sharjah (Oman) for Bassein (Burma) in ballast. In 10.05N 86.00E she had engine trouble and was abandoned in cyclonic weather in mid May. One

member of the crew lost his life. She was last seen on 30th May with a heavy list in 13.20N 88.00E, so she had drifted quite a long distance, and approximately in the right direction! There was no sign of her afterwards and she is presumed sunk, somewhere west of the Nicobar Islands.

The reduction in the number of sailings between Liverpool and Llandudno this summer season, has been a great disappointment to the "regulars" of whom I count myself one. Mr. S.R. Shinmin, General Manager of the Isle of Man Steam Packet Co. says that this curtailment was due to lack of support in the past. He adds "We have persevered with this route for years, but the numbers this year are worse than ever - 834 passengers on the first five excursions - an average of 167 per sailing. In view of the astronomic increase in fuel prices, which has not been added to the fare, I feel the future of this route must now be in great jeopardy, unless there is a substantial increase in the carryings.... As a case in point I would mention 14th June, when we sailed despite there only being 55 passengers on board". So the "writing is on the wall" and it is only a pity that advertising this route on Merseyside, has been of such poor quality. Unhappily, our two Merseyside Nautical Society members, with a few notable exceptions have given sparse support. The season ends in August and by the time these words are read, the sailings to Llandudno by I.O.M. ships will have ended, perhaps for ever!

N.R.P.

SHIPS FOR DISPOSAL

BORDER CHIEFTAIN (1961)	CITY OF LANCASTER (1958)
CLAN MACINDOE (1959)	CUSTODIAN
ENTERPRISE TRANSPORTER ex AUSTRALIAN BRIDGE (1973)	
HAZELBANK and IRISBANK (1964)	
LAJA, LIRCAY and LONGAVI (Chilean)	
MERCHANT ex SCYTHIA (Lairds 1964)	
PORT NEW PLYMOUTH (1960)	SCHOLAR ex SAMARIA (Lairds 1965)
VANCOUVER CITY (1970)	TACTICIAN

* * * * *

It was a jolly mariner!
The tallest man of three -
He loosed his sail against the wind,
And turned his boat to sea:

The ink-black sky told every eye
A storm was soon to be!
With quaking sails the little boat
Climb'd up the foaming heap;
With quaking sails it paused awhile,
At balance on the steep;
Then rushing down the nether slope,
Plunged with a dizzy sweep
The windward sheet is taut and stiff,
Oh, the "Lively" - where is she?
Her capsized keel is in the foam,
Her pennons in the sea!

Thomas Hood 1799-1845

* * * * *

THE GERMAN MARITIME MUSEUM, BREMERHAVEN

In the beginning it was a mere idea discussed by certain citizens of Bremerhaven, but later it received a more concrete recognition, by having a name thrust upon these worthies :
"Bremerhaven Three Master Association".

In 1966 the idea was taken further by the purchase of SEUTE DEERN, (whose English equivalent would be "sweet lass").

This ship began life in 1919 as ELIZABETH BRANDY, a four-masted gaff-rigged schooner. She was launched at Gulfport (Miss.) and sailed under the American flag, mostly carrying timber between Brazil and Canada. Between 1932 and 1938, following a change of ownership, she carried timber between Finland and Britain.

In 1938 she was bought by the Hamburg tanker firm of J.T. Esseberger for use as a cadet training ship. At this time, a figurehead was discovered in an old yard, looking more like an old hag, but with a little doctoring it was brought to life as a "sweet little maid" and set under the bowsprit.

The new name of SEUTE DEERN was painted on the stern. She only made a couple of voyages during the war years, being withdrawn because of minelaying activities. The Captain at the end of the war successfully opposed the orders of the Allied authorities to destroy the vessel. She was moored at a landing stage near the centre of Hamburg to be used as a floating restaurant. The main attraction was "labskaus" a kind of stew much prized by

sailors, which may have a connection with local scouse on Merseyside.

In 1954 she was sold to owners in Holland and named PIETER A. KOERTS. In 1965 she was sold again to owners in Emden, with the name SEUTE DEERN restored. Finally, she was brought to Bremerhaven, and rigged as a barque became the pride of the new open-air museum.

In 1965, the Morgensern Museum in Bremerhaven allowed its maritime history department to be merged with the SEUTE DEERN project, and a newly formed Maritime History Museum became the German Maritime Museum. This is sited on a part of the Alte Haven at Bremerhaven.

But even if in 1966, a windjammer, a collection of museum exhibits and a society of interested citizens existed, there would still have been no academically orientated maritime museum to attract large numbers of visitors to the area. In order to overcome the financial hurdles of the lay-out, planning, building and equipping of a museum on the banks of a major waterway, luck - a lot of it - was needed. And that luck came out of the silt of the river Weser near Bremen. In excavating for the foundations of a new installation, the contractors found the almost complete hull of a Hanse "kogge" built about 1380. This stroke of luck brought with it a fund to which the central Government in Bonn contributed 50%. Three local and regional authorities provided the remainder of the fund between them, which paved the way for the "kogge" to be raised, preserved and restored.

Today the restoration is not yet complete, but the exhibit is the centre-piece of the Museum and has proved a "pot-of-gold". It has brought further donations of five floating old-timers, which are to be seen in the Alte Haven: a lightship (1909), a polar research vessel (1867), a steam whale-catcher (1919), a rescue tug (1924) and a fast naval launch (1958). These, together with SEUTE DEERN can be visited and seen in their original condition.

On dry land there are many rare exhibits such as a concrete boat and a flying boat of 1953 vintage - in total more than 70 vessels, all original items. There are still a few vacant gaps, but the visitor can see the whole history of German shipping. Measured in attendance, the museum stands in fourth place amongst

German museums with over 450,000 visitors in its first full year (1976). And in the donations box on first opening, there were coins from 25 different nations.

H.M.Hignett

GENERAL NEWS ITEMS

In May, Calmac's COWAL was sold to Greeks and left the Clyde in tow of CRETA SALVOR ex WRESTLER. When crossing Biscay the tow rope broke and COWAL was adrift in 47.35N 07.54W with nobody on board and no lights. The tug ABELLE NORMANDIE went out from Brest and towed the car ferry into that port, where she was detained. CRETA SALVOR reached a Spanish port, and getting herself organized again, returned to Brest and continued the voyage, with sureties having been made to release COWAL, and delivery Piraeus.

Early in the Vietnamese epic, we saw on TV a ship called SKYLUCK crowded with refugees. Her profile looked familiar and she turns out to have been built by Henry Robb Ltd. of Leith in 1951 as WAIMATE for the New Zealand coastal trade.

Sealink's DUKE OF LANCASTER, having been laid up at Barrow for some time, has now been sold to a Liverpool company. It is hoped to berth her at Llanerch-y-mor, just above Mostyn, on the Dee estuary. Because of her size and draught, the attempt will have to be made on a high tide. Exactly what her purpose is to be, is not known - accommodation ship, leisure centre, restaurant etc. She will be known as DUKE OF LLANERCH-Y-MOR.

J.Fisher's LEVENFISHER was first used to carry Japanese radio active waste to Britain for processing, but the vessel at present doing this work is PACIFIC FISHER ex JOPULP, of 3082 tons, built at Rostock in 1970. On her last homeward trip, a demonstration was staged at Hawaii, but she was able to refuel, obtain stores, and proceed.

It is said to be a sad sight to see 32 fine large British trawlers laid up in Hull docks as a result of the "cod war". 82 deep water trawlers have been sold in 4 years.

The liquid gas tanker STAFFORDSHIRE has been brought into service in July, after being laid up in the Clyde since she was delivered by her Dunkirk builders in 1977. We hope that it is a sign of an improvement in the shipping position, that all 16 Bibby Line vessels are now in commission.

Fleetwood is a busy port these days for ro-ro traffic to Ireland. With BISON, UNION MELBOURNE and the newly acquired IBEX on the Larne run, BUFFALO is working to Dublin. The Swedish chartered JAGUAR, after a busy spell on the Larne service, went to Sweden for overhaul, returning to work Stranraer/Larne, but is now Holyhead/Dun Laoghaire.

In July, the largest oil slick ever, was created by the collision off Tobago of ATLANTIC EMPRESS and AEGEAN CAPTAIN, two very large tankers fully loaded. There were about 30 dead in the former ship, but all the crew of the latter were saved.

A writer in Lloyds List has referred to the impracticability of checking VLCC's by anchor power alone, and avers that another AMOCO CADIZ episode is a very likely happening once again. In a tideway with a speed of anything over one knot, the chances of bringing one of these monster loaded tankers to a halt is remote. AMOCO CADIZ dropped a 22-ton anchor and a great deal of chain cable. It lost its flukes on meeting rock, the shank was bent and shackle loosened. Also the windlass was damaged, and with main engine out of order, there was no stopping her.

The motor coaster FARRINGAY, once often seen in the Mersey and Ribble, has recently changed ownership and flies the flag of Panama. She sailed from Penzance to Piraeus on 4th June. I am indebted to Craig Carter, editor of "Sea Breezes" for the fact that she was one of 25 "Empire F" type coasters built 1944-45 for the Ministry of War Transport. She was built at Goole. Her name under the new ownership is CLAIRE, and she is remarkable in having been built with a single screw, and is now a triple screw ship.

N.R.P.

HMS WARRIOR AND THE MARITIME TRUST

When Vice Admiral Sir Patrick Baily, Director of the Maritime Trust addressed us in March 1975, he mentioned a sequence of old ships in which the Trust is interested. One of these is HMS WARRIOR, completed 1861, and the first battleship to break away from traditional design. She was a revolutionary vessel with a single gun deck of very heavy armament outclassing every warship in the Navy. She was Britain's first ironclad,

and although an influence in naval strategy, she never saw action. Of her time, she was the largest, fastest and most powerful capital ship. Driven by sail and steam she could make 17 knots. She was launched at Blackwall in 1860, but she consumed so much coal that she was kept in the Channel fleet.

Her career was uneventful and in 1883 she was removed from the active list, to become a floating workshop, and in 1904 became VERNON III. In 1929 she was towed to Pembroke Dock to serve as a floating jetty for oilers. In 1978 the Navy no longer had any need of her and invited offers.

Always helpful, Stephen Riley of the National Maritime Museum tells us that "from latest information, plans are going ahead to tow WARRIOR from Milford Haven to Hartlepool in September this year. At the moment a hull survey is being made at Pembroke Dock to satisfy insurers that she is fit to make what is planned as a 5 $\frac{1}{2}$ day tow - weather permitting.

"The proposal is to restore the ship on the northeast coast, possibly over five or more years, but the Maritime Trust estimates the cost as between £4 million and £8 million. The intention is to exhibit her at Portsmouth".

IT ISN'T ALL SADNESS AND STRIFE

Heard on Radio Blackburn - an interview with the Port Padre of Fleetwood, Father Brian McMahon. He did not think that the black attire and dog collar invited an unqualified welcome aboard ships arriving in the port. Rather is he looked upon as the "undertaker" but he has a huge Irish sense of humour. He said he was used to ships because he travels to see his relations in Ireland several times each year, and hates ship travel! For his job, the qualifications are that he should be deaf and blind, being careful not to fall in the "drink" thereby. Deaf to the four-letter words used by the folk of his maritime parish, and blind to the garish pictures on the bulkheads down below. His laughter is infectious, so if you ever meet the jovial Fleetwood padre, give him a smile for I'm sure it will be returned!

A laugh is just like sunshine, it freshens all the day,
It tips the peak of life with light and drives the clouds away;
The soul grows glad that hears it, and feels its courage strong;
A laugh is just like sunshine for cheering folks along.

A laugh is just like music, it lingers in the heart,
And where its melody is heard, the ills of life depart;
And happy thoughts come crowding its joyful notes to greet;
A laugh is just like music for making living sweet.

MANX NOTES

From mid-May MANX VIKING has been making two round trips per day between Heysham and Douglas, with ro-ro traffic and passengers.

The I.O.M. Harbour Commissioners now possess a coastal patrol boat named ARRAG VOOAR, which is painted in blue and orange, similar to a lifeboat of R.N.L.I.

Her Majesty the Queen opened the 1000th Manx Parliament at Tynwald Hill, St. Johns in July. The replica Viking boat ODINS RAVEN arrived at Peel from Norway, even though she capsized off Skye on the way. The weather was fortunately fine for the Millennium celebrations, which of course were televised.

Douglas Head Camera Obscura is still in operation, as it was 50 or more years ago. The entrance fee is 15p and there are eleven views, as seen round the compass and projected down from the roof lenses on to hardboard surfaces, formerly painted canvas. Seen in darkened surroundings, the scenes of the ships at the piers on sunny days are brilliantly portrayed. Little do the courting couples on the hillside know what a picture they make!

The preservationists' tug KERNE was in Ramsey harbour on 15th June.

The Derby Castle tram museum is of interest in Douglas. Preserved is a cable car which used to run up Victoria Road, Bucks Road etc., and worked on the same principle as those in San Francisco.

The Manx Steam Railway is open for its whole length from Douglas to Port Erin, with three locos in steam (June 1979), the oldest being named LOCH of 1874. The railway, with its Victorian carriages, is being well patronized, with departures each way every 2 hours. The electric railway to Ramsey is also well used, with its branch line from Laxey to the summit of Snacfell. The horse-drawn "toast-rack" trams still run along Douglas promenade, with closed ones for wet days.

The Douglas/Port Soderick coast road is now closed to wheeled traffic following a serious rock fall.

The bridge across Douglas Harbour, between the bus terminus and Fort Anne was removed for overhaul at the height of the holiday season, necessitating a long walk for those who enjoy the view from Battery Pier.

SOCIETY NOTES

Maritime Museum to go ahead! Final approval for the first stage has been confirmed, and involves the restoration of $5\frac{1}{2}$ acres between the Pierhead and Canning Half Tide Dock. As already reported, the nucleus of Phase 1 will be the old Pilotage Office, and adjoining Salvage Association buildings.

Efforts are being made to arrange a Society visit to one of HM Ships in the port. This is not likely to take place until mid-October on a Saturday forenoon. No details are yet available, but although a party of 30/35 was requested, we shall be limited to 20 only. It is therefore only reasonable that it will be strictly "members only".

Our Society is for those interested in the sea and ships, without the need to be keen researchers. The record of recent talks, detailed in this issue, may influence newcomers to join what they will find to be a sociable "club". For a subscription of £3.00 per annum for local members, there is education and pleasurable entertainment to be derived from our activities. All inquiries should be made to the Hon. Secretary, Liverpool Nautical Research Society, Merseyside Museums, William Brown Street, Liverpool 3.

L I V E R P O O L N A U T I C A L
R E S E A R C H S O C I E T Y

B U L L E T I N

Merseyside County Museum
William Brown Street
Liverpool, L3 8EN

Hon. Secretary - M.K. Stammers, B.A.
Editor - N. R. Pugh

It rose before us on the starboard bow,
A moving range of craggy liquid hills
Upon whose slopes, as with some magic plough,
The jealous wind his fretted furrow tills.
It broke, flung from itself a silver cloud
Of spray that gleamed and glistened in the sun,
Disintegrated, and with gesture proud
Rejoined the water 'neath the vessel's run.

A.C. Wehner

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October - December 1979

LIVERPOOL MARITIME MUSEUM. PRESS WELCOME

The editorial in "Journal of Commerce" for Friday 27th July 1979 read:- "At last Liverpool has committed itself to the building of a maritime museum. Not world-shattering news perhaps, but an announcement that will give much pleasure to many people.

"It is a bold and imaginative decision at a time when it would have been easy, on the grounds of priorities and costs, to have deferred the project. Everyone with an interest in the sea and the city will welcome Merseyside County Council's decision. The idea of a museum was born 100 years ago. A century is a long wait.

"We have many times criticized delays over providing Liverpool with a permanent home for its great store of models, documents and memorabilia of things maritime. We applaud the council's go-ahead. The port helped write the story of British shipping. It is right that it should set up a record of its past and its achievements.

"Phase one of the project will, we are told, be modest. No matter. What matters is that things are on the move at last."

MARITIME MUSEUMS - VOLUNTEERS

Work is proceeding on the Maritime Museum and we expect the contractors to be on site by the end of October. The proposed opening date is 19th July 1980.

In the meantime we would be very interested to hear from any members who would be willing to volunteer their help either as guides on site, or to help with the conservation work on boats in the next few months. There are also various projects on which we need assistance. Volunteers should contact Mike Stammers or Jill Sweetnam for further details.

M.K.S.

A RELIC OF SIRIUS - 1837

There are always maritime surprises to be found in Ireland. One such was the figurehead of the sailing ship FALLS OF GARRY wrecked at Kinsale in 1911, which I found in the garden of Acton's Hotel in that resort a few years ago. Now I hear in one of John Ryan's talks on Radio Eireann of another very much older relic situated in the grounds of the hostelry at Passage West, the picturesque village near Cork, which possesses the famous breaker's yard. It is an iron bar, 15ft long, weighing about 3 tons, and is the driving shaft of SIRIUS (1837) which is reputed to be the first steamer to cross the Atlantic.

This small paddle-wheeler was owned by St. Georges Steamship Company, which eventually became the City of Cork Steam Packet Company. Her tonnage was 700 and she was 300ft long. Her 24ft diameter paddle wheels were driven by a side-lever engine and she burnt 24 tons of coal per day.

But she was not intended for Atlantic crossings. The

British and American Shipping Co. were having a liner built for the New York Route, and after her sailing date being well advertised, the ship was not ready. So SIRIUS was chartered, and the poster announcing her departure can still be viewed in Cork. The fare for First Cabin was 85 gns and for Second Cabin 20 gns. SIRIUS had a difficult passage, meeting gale force winds as soon as she cleared the Irish coast. Her crew became mutinous, but the master pressed on and reached New York in 18 days, where a great crowd came to see the arrival, and a salute of 17 guns was fired.

N.R.P.

ON THE DISPOSAL LIST

BOOKER VANGUARD (1963)	MAPLEBANK (1967)
CHIYODA ex EASTERN CITY (1965)	ORCOMA (1966)
DALGRAIN (tug)	SUGAR REFINER (1971)
GOWANBANK (1968)	SUGAR TRANSPORTER (1970)
ILESHE PALM (1961)	SUGAR CRYSTAL (1967)
KERSE ex CARRON ex FLYING WITCH (tug 1960)	SUGAR CARRIER (1974)
LONDON FUSILIER	ZETLAND (tug 1961)

EXPLORERS OF THE DEEP

was a very fine documentary on BBC1 in August, showing Jacques Cousteau's search for the hospital ship BRITANNIC, sunk in the Aegean Sea during World War I. His efforts being successful, he made it possible for Mrs. Macbeth Mitchell of Edinburgh aged 86, who had been a young nurse on board, to descend in the bathysphere and view the wreck. She was able to give Cousteau valuable facts about the circumstances of the sinking, and his opinion was that this later-completed sister of the TITANIC, struck a mine, laid some days before by a German submarine.

Amongst artifacts brought to the surface, was the ship's sextant. The technical perfection of Cousteau's life-work was wonderfully demonstrated. The admiration of the divers and crew of the research ship CALYPSO for this grand old lady from Edinburgh, was plain to see. She arrived on board and left in a helicopter and described the whole experience as unbelievable.

She described the tragic moment when BRITANNIC was about to

plunge bows first, and the rotating propellers drew two life-boats into their vortex and smashed them to matchwood. From these two boats she thought it unlikely that there were any survivors.

* * * * *

Wha'll buy my caller herrin?
They're bonnie fish and haesome farin',
Wha'll buy my caller herrin
New drawn frae the Forth?

Baroness Nairn

* * * * *

SEPTEMBER MEETING

Our Chairman Mr.Loram opened the new season's proceedings in the Educational block of Merseyside Museums on Thursday 13th September 1979. He spoke of the interesting prospect of Liverpool's Maritime Museum which is now under way. There are many aspects of the project to be discussed, and the moral support and backing of Liverpool Nautical Research Society is vouchsafed.

Regarding the proposed visit to Hull Town Docks Museum on Saturday 29th September which Mr.F.Banks was organizing, it was a pity that this visit had to be called off, as only ten members had applied for seats in the coach, and five more said they would go. But this was not enough. It may be that some people had not returned from holidays at this time, and there happened to be local Merseyside attractions on the same day. To those who had already paid, a prompt refund was made.

Upwards of forty members had come to hear Mr.Gordon Read, M.A., D.A.A., the archivist of Merseyside County Museums, speak on the subject of "Maritime Archives". He commenced by mentioning a certain Emperor of China who made a law banning research into old records. For anyone to rake up history, and find that past circumstances were superior to the present, meant death! Yet records made today are food for the historians of tomorrow.

It seems that Mr.Read has tons of archives and that there is enough work in reading and digesting the contents mentally to last a lifetime. Some are beautifully written, perhaps in the "copperplate" pen and ink script of long ago, before the coming of the BIC. In others the ink is fading, or the parchment cracking and the "f's" have to be read as "s's". We felt

sure that our speaker was painstaking in his approach at the same time being discerning in what is important and what is not, and overall keeping a sense of proportion and a sense of humour to make it all possible.

It might not go amiss here to mention in advance a matter raised at question time by Ted Tozer. Was Mr. Read's department at the Museum the same or directly connected with the Records Office on the 4th floor of Picton Library, next door. The answer was "no" except on personal terms; they are separate entities. The Picton have not yet been able to compile a catalogue of their archive possessions - it would in any case be a mammoth task.

It would be inappropriate here - nay, impossible - to list details of all Mr. Read holds, for the old documents are so diverse. "An Agreement to build the BANSHEE" - she being the first steel ship to cross the Atlantic. "A book of lamentations of Mrs. Parry" - a lady who had married a drunken sailor, then in complete contrast, the detail of the rope making firm of William Gregson & Co. in 1753, when their capital was £3,000, a substantial sum in those days.

There is the diary of the Rathbone family, taking a Mediterranean cruise in 1889, an Inman Line poster, and the prospectus of White Star Line sailings for 1901. Then papers concerning Balfour Williamson & Co. who moved from Liverpool to London in 1928. They like to be considered a firm of probity, in which their profits were shared out to good causes like the City Mission.

F.C. Danson & Co. is a well known firm of average adjusters, and there is much detail about this firm. J.T. Danson died in 1898 and there will be the publication of documentary material in the "Liverpool University Recorder" next year. J.T. Danson studied risks in marine insurance and founded the Thames and Mersey Co. and was their first secretary. He was an outspoken man and prophesied the downfall of Lloyds, but it didn't happen. One of his sidelines was archaeology, and his papers on Hadrian's Wall written 1853 - 1898 are in our local collection.

There are records of Liverpool Shipwreck and Humane Society, the INDEFATIGABLE and Lancashire Navy League Homes in Wallasey.

The Jones Quiggin records were found on waste ground by a

schoolboy in the Orrell/Ford district, close to municipal tips. They concern the American Civil War, the blockade running ships and their equipment, down to the merest detail. Although some of the Fawcett Preston Engineering records are held, much more is being searched for. Detailed is the 1778 foundry and an inventory of the York Street works.

A letter of condolence was sent to the White Star Line by the League of Welldoers, following the TITANIC disaster. The reply "We appreciate your sympathy" came on a fine ornate letter head, with a watermark illustration of TITANIC, leaving very little space on the paper for reply.

Work is still proceeding on Cammell Laird archives. It is not Mr. Read's practice to go to firms and ask for their papers, books and pictures, but to find out if possible what they have, and try and obtain permission to view. When our new Maritime Museum is in being, he hopes that many local firms will wish to deposit material there.

Came question time and a general discussion on the collecting of local archives. Bram Hallam, whom we were pleased to have amongst us again, made the recommendation that our own Society archives possessed much valuable material. There was a question as to the earliest papers in Mr. Read's collection, and this was the year 1753.

John Lingwood - himself the P.S.N.C's archivist - gave the vote of thanks. He had found great interest in the talk, for "today's files are tomorrow's history". There is a great deal of fascination for the past, where people want to know - "who am I?" - "where do I come from?" "We thank Gordon for his talk" said John Lingwood, "and appreciate all he is doing".

And that ended the proceedings. One then hopes to reach home with little ado, but for the second time in twelve hours your reporter found a suspension of trains on the infamous Northern Line, where everything grinds to a standstill so frequently.

N.R.P.

TO BREAKERS

AEGIS MIGHT	ex KING CHARLES (1957)
ALIAKMON POWER	ex IRISH ASH (1958)
ALIAKMON PROGRESS	ex IRISH LARCH (1956)
AGIOS ANDREAS	ex PROTOPASTOLOS ex NEW WESTMINSTER CITY (1956)
AGIAS TRIAS	ex BRITISH DESTINY (1959)
ANGELINO LAURO	ex ORANJE (1939) sank on passage to breakers
BRASILIA STAR	ex QUEENSLAND STAR (1957)
CAPULONIX (1959)	
CAPTAIN GERONTAS	ex NORTON (1959)
FILIA	ex SIR ANDREW DUNCAN (1958)
KALEMYO	ex FORTUNE VICTORY ex EBRC (1952)
KAVO VRETTANOS	ex BRITISH LANTERN (1960)
KHASIELLA (1956)	
LENIN (Nuclear Icebreaker) (1959)	
MASHAALAH	ex PORT AUCKLAND (1949)
MERIDIAN SKY	ex CAERNARVONBROOK (1964)
NEPTUNE GARNET	ex EDEN (1956)
PACIFIC ABETO	ex FLAMENCO (1950)
PANAGHIS S	ex ARMONIKOS ex NORTH DEVON (1958)
POLA RIKA	ex RAPHAEL (1953)
PREMIER ARCTIC	ex FIDENTIA ex KEPWICKHALL (1956)
PORT NICHOLSON (1962)	
POLA	ex AGIS ASTERIADIS ex PERENE ex TROUTPOOL (1956)
SHOREHAM (1957)	
SAMARIAN (trlr 1957)	
TASGOLD	ex CITY OF CANBERRA (1961)
UNITED CONCORDE	ex ELPENOR (1954)
YAT FEI	ex CITY OF MONTREAL ex CITY OF SYDNEY (1960)

* * * * *

Dream after dream I see the wrecks that lie
 Unknown of man, unmarked upon the charts,
 Known of the flat-fish with the withered eye,
 And seen by women in their aching hearts.
 In silence and in dimness and in greenness
 Among the indistinct and leathery leaves
 Of fruitless life they lie among the cleanness.
 Fish glide and flit, slow under-movement heaves
 But no sound penetrates, not even the lunge
 Of live ships passing, nor the gannet's plunge.

John Masefield

TWO RUNCORN SCHOONERS

The following research by Mrs. B. Craig of Grafton, New South Wales, has been made known to the Society by Miss S. A. E. Strom, editor of the famous Australian nautical magazine "Dog Watch".

She writes that Runcorn was a noted schooner port in the 19th century and these notes refer to the schooners RED TAIL and FOX.

RED TAIL was launched at Runcorn in July 1868 and the "Warrington Guardian" reported that - "On Thursday afternoon a splendidly built fine new schooner called RED TAIL was launched from the shipbuilding yard of Blundell and Mason, Runcorn, in the presence and amidst the plaudits of several hundred persons who had assembled to witness the interesting ceremony. The vessel was fully rigged and gaily decorated with flags, and had on board upwards of one hundred persons. The launching took place about two o'clock and was a great success, the vessel "taking the water like a duck" and floating gracefully on it with her living cargo. She was then taken in tow by the steamer SECRETARY and after a short cruise on the river was safely docked at Old Quay. The naming ceremony was gracefully performed by Mrs. Thomas Dunbavand, wife of the captain appointed to command her. Ship's dimensions, 80ft keel, 20 $\frac{1}{2}$ ft beam, 88ft in length overall, and 91.32 tons.

On her stern she had what was suggested to be the Runcorn coat-of-arms, viz. two cats' tails gules on shield argent and the crest a cat's paw gules with drawn claws extended proper."

The vessel was the property of several tradesmen in the town. Her first cargo was to be of salt. The Board of Trade crew list and log of the first voyage survive at Cheshire County Records Office, and make interesting reading. The mate was paid the handsome sum of £4.00 per month. In 1868, she was making passages between Runcorn/Dundee, Dundee/Sunderland, Sunderland/Limerick, Limerick/Gloucester, Gloucester/Newport etc. The Dunbavand family was also connected with another Runcorn schooner - FOX, launched in 1883 at Bradritt's yard. She was a three masted topsail schooner of 127 gross tons, owned by Thomas Carter Cooper. Thomas Dunbavand commanded her from her maiden voyage until 1910. In 1909 she was coasting between Runcorn/Morrisonshaven, Morrisonshaven/Bo'ness, Bo'ness/Thurso, and between English Channel ports.

A year and a half after Thomas left her, she was wrecked at Saddle Point, Fishguard, in July 1911 whilst on passage from Runcorn to Pentewan, Cornwall with coal. All the crew were saved by breeches buoy, but the ship was a total loss and was broken up where she lay.

M.K.S.

NEW NAMES FOR OLD

APPLELEAF	ex HUDSON CAVALIER (RFA)
ACHILLET	ex BORDER CHIEFTAIN (1962)
ARAMBEE	ex HARAMBEE ex SANTA BARBARA ex BELGRANO (1953)
ALFA	ex SOLDIER PRINCE ex SAILOR PRINCE ex PENNINE PRINCE
BOOKER CHALLENGE	ex SOL MICHEL ex LLOYD COPENHAGEN (1972)
BOOKER CRUSADE	ex SOL NEPTUN ex WOLFGANG RUSS (1975)
BRITISH VOYAGER	ex VICKERS VOYAGER ex FAIRTRY II (1959)
BRITISH VIKING	ex VICKERS VIKING ex DORTMUND ex DANASBANK ex HAMBURG (1965)
BRITISH VANGUARD	ex VICKERS VANGUARD ex FRANKFURT A.M. ex FYLLASBANK (1966)
BRITISH VISCOUNT	ex VICKERS VISCOUNT ex MEATH (1960)
B.P. SPRINGER	ex DUBLIN
B.P.WARRIOR	ex GRANGEMOUTH
B.P.JOUSTER	ex SWANSEA
B.P.BATTLER	ex INVERNESS
CITY OF PIRAEUS	ex MAID OF ARGYLL
CITY OF HYDRA	ex CITY OF ANDROS ex CLAYMORE
COLONEL TEMPLER	ex CRISCILLA (res. trlr. 1966)
DORIC CARRIER	ex ROBERT L.D. (1969)
DEMETRIOS VENTOURIS	ex MEGANTIC (1962)
EVLIALIA	ex PLAINSMAN (1959)
FAULAD SARDER	ex INDIAN STRENGTH (1958)
GARIFALIA C	ex STRATHAIRD ex NIGARISTAN (1970)
GULF HERON	ex CLAN MACINDOE (1959)
LOS TEQUES	ex MAKARIA (1972)
LITRIX	ex NITRICO (1970)
LONDONBROOK	ex TOWERSTREAM ex LONDONBROOK
MORESBY CHIEF	ex PETRA ex LINDINGER BRILLIANT (1972)
MARIANNE S	ex MONTE AYALA (1972)
MANOR PARK	ex QUO VADIS
MARIDI	ex BARPETA (1960)
MIKELDEN	ex RIVER GONGOLA

NORWAY	ex FRANCE (liner)
NACIONAL TROIA	ex JEANETTE HELLESKOV ex MANCHESTER TRADER
NAVISTAR	ex BALTIC JET (1959)
ODYSEFS	ex MEDIC (1963)
RADIOSA	ex EXETER ex WINCHESTER (Sealink 1947)
REDRIFF	ex RANA (tug)
RICE TRADER	ex WAMBIRI ex STASHIP I ex PARTHIA (1963)
RUDY M	ex TEVIOT (1966)
SEA LUCK	ex TACTICIAN (1961)
SEATRAN NORFOLK	ex MANCHESTER REWARD
SHELL DIRECTOR	ex CAERNARVON
SIBONEY	ex MELITA (1971)
TLALOC	ex STRATHEARN (1967)
VAGERO	ex WHITECREST ex BRITISH PRINCE ex WHITECREST (1971)
VALANI	ex CERVANTES (1968)
VENTURER	ex VICKERS VENTURER ex RELKO (1963)
WRESTLER	ex REAGARTH (tug)

* * * * *

I think I heard the Captain say
 Leave her, Johnnie, leave her;
 You may go ashore and touch your pay,
 Its time for us to leave her.
 You may make her fast and pack your gear,
 And leave her moored to the West Street pier.
 The winds were foul, the work was hard
 From Liverpool docks to Brooklyn yard,
 She would neither steer, nor stay, nor wear,
 She shipped it green and she made us swear.
 The winds were foul, the trip was long,
 Before we go we'll sing a song,
 We'll sing, Oh may we never be
 On a hungry ship the like of she.
 Leave her, Johnnie, leave her;
 Its time for us to leave her.

* * * * *

LIFTING INTRINSIC'S ANCHOR

Limerick Sub-Aqua Club have this summer managed to bring to the surface one of the anchors weighing one ton, from the Liverpool sailing ship INTRINSIC lost with all hands off Kilkee,

Co. Claire in 1834. The ship was bound to New Orleans with a general cargo and the spot where she foundered has been known for many years as Intrinsic Bay.

A local man, Manuel Delucy has been the guiding light and three years ago instituted a search for any artifacts from the wreck. One of the divers, Martin Henegger was interview on Radio Eireann in September, and said that almost right away and by pure luck, they located the anchor. It was, however, at a depth of 80ft and in very exposed water. He said that a Dublin firm supplied lifting bags which could be filled with air (though no fuller description was given). Success came this summer and the anchor is now on the quay at Kilkee in the charge of the Town Commissioners. The anchor will need to be treated with fresh water and they are exploring the best way to preserve it. Eventually the intention is to mount it on a plinth with a suitable inscription as to its history. At the time of the wreck, two local men in trying to pluck people from the sea, were themselves drowned.

N.R.P.

KING ORRY MEMORIES REVIVED

In Lloyds List I was delighted to read the following - "A ship which fought to the end to escape the breakers' yard will not be entirely forgotten". It concerns our former I.O.M. steamer KING ORRY, and tells how shortly to go on show in the National Maritime Museum, Greenwich, is the starboard geared turbine of that lamented vessel. It will represent the propulsion plant over the years, of many of Britain's short sea passenger ferries. She was the fourth of her name in the fleet, launched 22nd November 1945 with her maiden voyage on 18th May 1946 which opened the double daily sailings between Liverpool and Douglas. Her last sailing was between Liverpool and Llandudno, 31st August 1975. She was laid up at Birkenhead but soon sold and left on 5th November 1975 to be broken up at Glasson Dock. But on 2nd January 1976, she broke her moorings in a northwesterly gale and went aground on a sandbank. Several months afterwards (14th April 1976) she steamed back to her berth.

We are reminded that also preserved at Greenwich is the handsome staircase from SNAEFELL ex VIPER of 1920 which was broken up in 1947, and the staircase later installed in the Master Mariners' Headquarters Ship WELLINGTON.

N.R.P.

SCOTTISH NATIONAL TRUST CRUISE - 1980

UGANDA is to sail from Dundee on Wednesday 9th July next for Narvik where she will berth on the Saturday morning. Thence there will be an excursion into Lapland. On Sunday evening she puts her passengers ashore at the North Cape. On the return trip Tromsø, Molde and Bergen are visited. Before disembarkation at Dundee on Saturday 19th July, the ship will circum-navigate Fair Isle, which is one of the Trust's properties. Dormitory class is £200, with a special rate of £175 for students and apprentices under 21. Cabin class fares have had to be increased, and a two-berth inner cabin with private toilet and shower is £460.

UGANDA is billed to make a "fly" cruise in the Mediterranean in December 1980, for which the National Trust is taking bookings.

On land, the Trust is organizing a special coach tour of some of the beautiful Castles, Gardens and Islands on the West Coast of Scotland, starting and ending at Edinburgh, Saturday 17th May to Saturday 24th May 1980. Our editor can give some details of the above Trust adventures, but for full information, and how to join, please write to:-

The Cruise Secretary,
National Trust for Scotland,
5 Charlotte Square,
EDINBURGH, EH2 4DU.

Membership also gives free admittance to Trust properties in England and Wales.

LOOKING BACK IN PRIDE

In early September many of us had our memories stirred as the clock was turned back on television and radio to the start of World War II, 40 years ago.

Liverpool's "Journal of Commerce" said "We cannot allow this anniversary to pass without paying tribute to the part played by British ships and seamen. Their contribution to the successful conclusion of that long war by right against evil was splendid in its size, deeply saddening in the extent of its sacrifice. Over 29,000 seamen gave their lives, 4786 ships were lost, 2775 by U-boat attack. Forty years on, we salute the men who did so much, who gave so much."

MERSEY NOTES

Merseyside County Council's leasing plan for the South Docks in Liverpool has come under fire from Councillor Trevor Jones. He thinks the area should have been left for private development, and that the millions of pounds to be spent in these times of national cuts, are an extravagance.

Soon after these words were recorded, Mr. Hesselstine said in London that the Government was not satisfied with the steps taken by both London and Liverpool authorities regarding derelict dock areas. The Government is now expected to step in, with what results we await with interest.

McTay Marine of Bromborough have received an order to build 2 x 83ft trawlers for H. & A. Maginnis of Kilkeel. They are of steel with a 990 hp Blackstone engine, and will have bow thrusters.

In August, Mr. Shimmin of the I.O.M.S.P.Co. said that there would be no "fare war" with Manx Line over the winter months. He said that for eight months of the year, there is not enough I.O.M. traffic for two shipping firms. He foresaw a reduction in the size of their fleet, now six passenger vessels, and there would have to be fewer summer services. This would have a serious effect on the Manx tourist industry. As regards meeting the challenge of roll-on roll-off traffic, this would not necessarily mean that passengers and freight would travel by the same ships.

At San Gregorio in the Straits of Magellan, lies an old Liverpool-built steamer from 1884, and she is described in the weekly "Freighting World" by Craig J.M. Carter. The Liverpool Forge Company were the builders, and this 411 gross tons ship belonged to a subsidiary of Lamport and Holt Line, until sold in 1892 to an Argentine firm. It is likely that she has been ashore since the 1930's and her engines have been removed. Her name is AMADEO. Could she be a candidate for the Maritime Museum's dock, or do the ravages of time prevent her return to the port she left 95 years ago?

The Decca Navigator system covering Liverpool Bay appears to have ceased operating in July. There were three beacon transmitters situated at Formby, New Brighton and on Great Orme's Head radiating on 1900 khz. Positions were said to be accurate to within a few yards. I understand the system was bought out by

the M.D. & H.Co some time ago. Has anyone seen a Notice to Mariners concerning its closure? Incidentally, "radio hams" using "top band" are delighted!

The German cargo ship ILRI has been on charter to Elder Dempster Lines for some considerable time, and in the late spring of 1979 she was part loaded for a voyage to West Africa. A German bank took action against her owners, and she was prevented from sailing by the Admiralty Marshal. She was moved to Sandon Dock to lie up, and in September was offered for sale by C.W. Kellock & Co. acting for the Admiralty Marshal. She is a powerful-looking machinery-aft ship of 11,000 tons built 1971. Her owners Barthold Richters Reederei have four other ships still to sell. WILRI, BARI, MUGGENBURG and NEUENBURG. Their CLAUDIA MARIA has already been disposed of and renamed HOEGH APAPA. ILRI has now sailed from Bremen.

The yard of Robb Caledon, Leith have received an order from the Mersey Docks and Harbour Company for a grab hopper dredger, for delivery next year. MERSEY 40 is being withdrawn forthwith and MERSEY COMPASS will go when the new vessel arrives. The cost is said to be £4m.

How can one write dispassionately about affairs at Cammell Lairds these days? In our last issue, it was mentioned that "industrial action" had delayed the launching of SCOTTISH EAGLE on 10th July. Only two days later, a dispute held up the trials of her sister SCOTTISH LION which went on for over a month. The union wanted 25 fitters to proceed on the trials. The builders stipulated 19, which was sufficient for the work and would fill the spare accommodation. Eventually 19 men sailed and according to Lloyds List, the strikers were paid for the time they lost. Who now, is going to entrust valuable orders to the Birkenhead yard? Large numbers of men losing their employment will have time to reflect on the loyalty they owed to their employers.

A sight for sore eyes was the Norwegian Royal Yacht NORGE ex PHILANTE as she lay at the Cross Quay, Birkenhead in August, for alternator repairs, after visiting Douglas. The Odyssey Works of Ocean Fleets took her in hand, and in all her whiteness, she looked like a miniature AUREOL.

The Mersey Ferries are not required as part of the area's transport system, says the draft plan for 1980-81 of M.P.T.E. But there are no immediate plans to end the services, and for the time being their inclusion in the transport system is assumed. When this was made known the Friends of the Ferries had just held their second annual meeting, at which they pledged to continue their campaign for retention of the ferries as a commuting service. (June 1979)

N.R.P.

WITH GREAT NATIONAL SORROW

To all our readers, and perhaps especially to those who served in the Royal Navy, the wilful murder of Lord Mountbatten on holiday amongst the people he trusted was a shocking affair. Fast reaching the end of his glorious life of service at 79, to be struck down by a planted bomb was an outrage which will live long in the memory. His national funeral befitted his great accomplishments, and watching the faultless ceremony on television, I felt that the flags at half mast in his honour were also significantly dipped for the Irish minority so bent on perpetuating hatred, to their lasting shame.

It was stirring to hear H.R.H. Prince Charles read the lesson in a clear voice, taking the text from Psalm 107:-

"They that go down to the sea in ships, and do business in great waters;
These see the works of the Lord, and his wonders in the deep.
For he commandeth, and raiseth the stormy wind, which lifteth up the waves thereof.
They mount up to the heaven, they go down again to the depths; their soul is melted because of trouble.
They reel to and fro, and stagger like a drunken man, and are at their wit's end.
Then they cry unto the Lord in their trouble, and he bringeth them out of their distresses.
He maketh the storm a calm, so that the waves thereof are still.
Then they are glad because they be quiet; so he bringeth them unto the haven where they would be."

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Shortly before he died, Lord Mountbatten gave permission for the first of a new type of RNLI lifeboat to be named

MOUNTBATTEN OF BURMA. They will be known as the MEDINA class and have a speed exceeding 25 knots.

The pleasure craft SHADOW V on board which the bomb was secreted, is shown in Lloyds Register of Yachts as being of 11.85 tons. 29 x 12ft. Built at Belleville, Ontario in 1963 and ex WHISPER III, HAPPY HOURS IV and CONNIE TOO. She had twin screws and petrol engines of 550 bhp.

OCTOBER MEETING

Our lady friends are making a big impact this year, and on Thursday 11th October we were delighted to have as our Speaker Mrs. Barbara Yorke. She was to prove that she is an ardent researcher, and had done her homework to very good account. Concerning Formby Lifeboat station, her work was done comparatively recently, ably assisted by Dr. Yorke of course. She was thrilled to discover that Formby was the first place in Britain to have a boat specially for the purpose of saving life, even if it was not, in the first place a "lifeboat" in the sense that we have come to understand it. Bamburgh is credited with the first lifeboat, but Formby predated this by ten years.

At the beginning of the 18th century, the entrance to the Mersey had many dangers, and up to 1719 there were no navigational marks - churches, windmills etc. were used as markers. Then the first landmark was erected at Altcar on firm ground, on the shore side of the present railway track, close to where it crosses the River Alt. Concern for the safety of seamen grew by the mid-18th century, and in 1786 a Liverpool Dockmaster - William Hutchinson - wrote on the subject, giving instructions to helpers and appending a chart of the area. The Formby boat was established in a house one mile below the lower landmark, and there was a reward of one guinea for every person rescued from the sea. In 1777 the harbour authorities employed a sailor to tend the boat and premises. A payment of 5 guineas was made for duties already performed and he was then to be paid 2 gns per year.

The type of boat used is not stated in records, but it was probably a gig of the well known Mersey type. The amount of shipping using the Mersey increased rapidly and soon Liverpool

overtook Bristol as the second port of Britain. Quite a large amount of land in the Formby area was owned by the Rev. Richard Formby LLB of Formby Hall, which is still in existence.

The sandy coastline is always changing and in 1793 the house was washed away, and a new one built above the high water mark, at the end of what is still Lifeboat Road.

By 1809 the Hoylake Station had been organized, with twelve men available, and the Dock Committee considered they were now an essential service.

It seems that in 1822, the Formby boathouse was surrounded by the sea, but by 1825 all problems were solved. There were then four lifeboat stations in Liverpool Bay - Point of Ayre - Hoylake - The Magazines and Formby. In each case there was a master (later called coxsn) and ten men. Each man received 5 guines per year, with 5 shillings each time the boat was out on exercise. Exercise was once each month on a day fixed by the Harbour Master.

In 1828 there was a great deal of coast erosion. By 1829, the Town dues for the port amounted to £22,000 and altogether 11,000 ships visited the port in a year. But the Formby and Rock Channels were worsening, and Admiral Denham is credited with discovering the Victoria Channel, which we now know as Queens Channel. Of course, this fact was vigorously challenged years ago by our Manx member, the late Fred Henry of Ainsdale. He thought the credit for discovering Victoria Channel should go to the Manx Captain Gill, and gave his reasons in News, Notes and Queries.

But to return to our lecture - in 1836, a tragic accident occurred. Joseph Walker, keeper, and four boat's crew battled their way to a ship in distress, only to find no crew aboard. In struggling back to the beach, the boat capsized, some of the men being crushed beneath her, and they all perished. It was found that the cork lifejackets they should have worn were still hanging up in the boathouse. Rowing, with these lifejackets on, was not easy and men tended to discard them if they could.

On one occasion, the Formby lightship was adrift and the lifeboat tried valiantly to render help. The men could not row against the violence of the elements, and had to return to shore to bale the boat out. There was an inspection of the lifeboat station as a consequence and one of the conclusions was that the lifeboat was too low in the waist and shipped much water. Thomas

Costain of Liverpool was commissioned to build a new boat, a winch was installed at the boathouse, and an extra bedroom was provided at the station as a needed amenity.

Between 1840 and 1850, the four Mersey stations already referred to saved a total of 1,128 lives. Mrs. Yorke showed us some excellent colour slides of the stables where horses used in the launchings were housed, these being at Altcar, one mile from the boathouse.

In 1874, another boat was ordered from Costains and cost £265. In 1888 it was found that the lifeboat had not been launched for 3 years and was costing £200 to maintain. The Government in these Victorian times was "cut conscious" just as now, and in 1889 the station was closed down.

But the station was not finished yet, and in 1891 HAWARDEN CASTLE went aground, within the bounds of the former station. Crosby Lighthouse telephoned for the Liverpool Lifeboat to be sent, but 4 men were drowned and the coroner criticized the dock commissioners for the closure, and the station was re-opened.

Mrs. Yorke had old photograph illustrations to show us, and we saw a slide of the boathouse, built of timber, with the modifications of a lookout, and extended frontage. It was recommended that starr grass be planted round the premises to secure the drifting sand.

There was one occasion when both the Formby and New Brighton boats went out to the same casualty in the channel. Formby boat was last on the scene, and owing to a northwest gale could not get back to the beach. They sailed in to Liverpool and the crew went home by train.

Some of the keepers from 1777 onwards were Richard Scarisbrick, Robert Whitfield, William Brown, William Crofts, Joseph Walker, Joseph Formby, Henry Aindow, John Aindow, Edward Jones.

In 1894, the station was taken over by the Royal National Lifeboat Institution and operated until 1916. The last lifeboat was named JOHN AND HENRIETTA (1896-1916).

Behind the boathouse, was built the brick cottage and this reporter photographed it in 1964, before its demolition. At the time, an elderly man was living in it, which Mrs. Yorke told me was one of the Aindow, who is still alive at a great age.

An interesting colour slide showed the brick foundations of the boathouse on Formby beach in 1977 but which have now disappeared. Our speaker was able to find out from the council, that with the encroaching sea, any rubble, and pines etc. have been used to block entry of water between the dunes. She was not at all pleased to be told that it was only a little insignificant lifeboat anyway, and she put them right on its importance in history.

To end, we were shown a recently discovered film of the last launching of the boat in 1916 and very interesting it was, with a dog seemingly supervising the work until the water got too deep for him!

The vote of thanks was made by Harry Hignett, who remembered that he had once played on the roof of the Formby boathouse just prior to the last War. This was a most pleasant and instructive evening and we are indebted to Mrs. Yorke for so nicely entertaining us. On Monday 15th October, Mrs. Yorke appeared in an interview on Radio Merseyside, stating briefly the results of her research.

N.R.P.

* * * * *

Ay, tear her tattered ensign down!
Long has it waved on high,
And many an eye has danced to see
That banner in the sky.....
O better that her shattered hulk
Should sink beneath the wave;
Her thunders shook the mighty deep,
And there should be her grave;
Nail to the mast her holy flag,
Set every threadbare sail,
And give her to the gods of storms,
The lightning and the gale.

O.W.Holmes

GORDON ELLIS - MARINE ARTIST

If our members have ever stopped outside the Boydell Galleries in Castle Street to admire certain Mersey scenes, they may have noticed the artist's name - Gordon Ellis. Sometimes a man or woman who has contributed to one of the arts goes from amongst us with rather less notice than is deserved. Mr. Ellis's death

at the age of 58 occurred just prior to Christmas 1978.

He trained as a naval architect but became a professional artist in 1948. Originally hailing from Berwick on Tweed, he was educated at Merchant Taylor's School, Crosby. In his painting, he was not tied entirely to marine studies, and painted a major work entitled "The Battle of Minden" in which the infantry figured. Mr. Boydell, in very kindly providing me with details, showed me a photograph of a specially commissioned painting 15ft square of HMS CONWAY in the Mersey, which was to rest in the shore training establishment at Plas Newydd. It is probably still there.

N.R.P.

In a breaker's yard by the Millwall docks,
With its piled-up litter of sheaveless blocks,
Stranded hawsers and links of cable,
A cabin lamp and a chartroom table,
Nail-sick timbers and heaps of metal
Rusty and red as an old tin kettle,
Scraps that were ships in the years gone by,
Fluke upon stock the anchors lie.
Every sort of a make of anchor
For trawler or tugboat, tramp or tanker,
Anchors little and anchors big
For every build and for every rig,
Old wooden-stocked ones fit for the Ark,
Stockless and squat ones, ugly and stark,
Anchors heavy and anchors small,
Mushroom and grapnel and kedje and all.

"Anchors" Miss C.Fox Smith

GENERAL NEWS ITEMS

LIBERTAD, the three masted full rigged ship visited the Thames in mid-August. She is the Argentine Navy's auxiliary sail training ship, and paid a six day visit to London, berthed in the West India Dock. She was carrying a small exhibition of the products of Argentina, and having come from Bermuda, she was proceeding to Leningrad, Copenhagen, Hamburg, Le Havre, Lisbon etc. to be home again in Buenos Aires before Christmas. She was built at Ensenada in her home country in 1962, and holds the record for the fastest

crossing of the North Atlantic by sail alone - 8 days 12 hours - between Cape Race and Ireland.

Also in the Thames late in August was the Norwegian sail training ship CHRISTIAN RADICH, whose visit to Liverpool in June 1973 is well remembered. She arrived at Greenwich and later moved up river to berth alongside HMS BELFAST. She was built in 1937 and is normally berthed at the ferry quays in Oslo. Her profile is well known in the title shots of "The Onedin Line" on TV. From London, she proceeded on a year-long cruise visiting principal United States ports.

The Trinity House yacht and buoyage vessel PATRICIA, which has led the Royal Yacht at several naval reviews, is finishing her days with the service. A replacement is to be built costing £4m. In PATRICIA, Smith Dock Co. of Middlesbrough turned out a fine ship in 1938, of 1083 tons and diesel-electric propulsion. She was seen off Puffin Island this summer.

Although the paddler WAVERLEY had a successful season on the South Coast, her cruising may not continue in that area in 1980 owing to increased oil prices, berthing dues, pilotage fees and wages. Instead of taking $2\frac{1}{3}$ days on passage from the Clyde to the Solent, she took 6 days Glasgow to Southampton, which meant £5,000 additional expense. After leaving Glasgow on 8th April, she sought shelter in the bay of Port Logan, Galloway on 9th. She reached Heysham on 10th and took fuel from a road tanker leaving at midday, and reaching Fishguard at midnight. She fuelled again and left at 9 a.m. 11th. Sheltering again in St. Ives Bay, she left at 5 a.m. on 12th but had to return in a force 8. She had one broken paddle float which was repaired overnight. WAVERLEY rounded Lands End on 13th and reached Southampton at 11 p.m., following QUEEN ELIZABETH II up Southampton Water. She commenced her cruising programme next day.

In September, the Hull tug SCOTSMAN was towing ARTEMIS K from London to Piraeus. The tug had a total black-out of power caused by water in the fuel. DEBEN sailed from Gibraltar and towed both vessels to safety, until matters could be put right. ARTEMIS K dates from 1944, 2883 tons, a passenger and cargo ship, ex ARTEMIS ex MYCONOS, ex KYPROS. SCOTSMAN is ex JARAMAC ex E. BRONSON INGRAM, (Cochranes 1969) and DEBEN of The Alexandra Towing Co., is ex SUN XXII.

The D.F.D.S. passenger ferry WINSTON CHURCHILL went ashore

on Vinga Island in the Gothenburg approaches on 26th August and suffered severe bottom damage. There were about 600 passengers and crew and 100 cars. She was refloated and has since been towed to Frederikshavn, Denmark for repairs.

In our last issue, mention was made of the abandoning of the 1954-built LYCAON, of how she was seen with a heavy list in 13.020N 88.00E and that she was presumed sunk. This proved to be incorrect for the ship drifted until she went aground derelict in 16.23N 94.13E on the south Burmese coast in the Bassein area. She was actually bound for Bassein, drifted 740 miles and got as near as possible to her destination without anyone on board, which seems incredible. She may have got herself into a position in the Irrawaddy mud making salvage difficult - we may hear more of her yet.

In July the 1500 ton MERIDIA SKY ex CAERNARVONBROOK of 1964 reached Piraeus and was declared a total constructive loss. She had been at anchor in Chioggia Roads, Italy and heavy weather forced her on to the breakwater, causing severe damage.

Another larger ship which was known in the John Summers iron ore trade at Bidston Dock some years ago was SIR ANDREW DUNCAN of 1958 build. Bought by Greek owners and renamed FILIA, she was on a passage from Rostock to Apapa and Lagos with cement, but suffered boiler and machinery damage and was deemed a total constructive loss.

A recent loss is SHOREHAM of Stephenson Clarke which was on passage from Llandulas to Ghent with limestone. She went badly aground off the southwest coast, was towed to Falmouth and put in graving dock. Such was the severity of the damage that she has gone to breakers.

The "Kane Report" is quoted in the "Freighting World" a weekly supplement of the Journal of Commerce. It states "that U.S. shipping using flags of convenience, is manned by nationals of many countries including those of the Soviet bloc. In any conflict involving the U.S.A. these crews may not choose to sail on vessels carrying essential supplies, either for reasons of politics or for personal safety." This should give rise to serious concern here too, so much of Britain's trade now being carried under foreign flags.

The arrest of the REVEREND PERE LEBRET does not sound like an item for this journal, but it refers to a French trawler arrested by HMS JERSEY and taken to Milford Haven. This vessel was apprehended 58 miles southwest of St. Ann's Head using under-sized mesh nets. The fine was £250 with £100 costs, and the skipper contested the British law on small mesh conservation measures, saying that it is not recognized by other E.E.C. countries.

It was a pity that on Saturday 13th October, the small 2-masted schooner CHARLOTTE RHODES took fire, and was burnt out in an Amsterdam dock. She is well known to TV viewers of the "Onedin Line". She was built in 1904, was 115 feet long and latterly had an auxiliary engine. She was the subject of a legal tussle, having been offered out on charter by the Charlotte Rhodes Foundation, to operate from Muiden. The local police objected to this and she was moved to another dock, where the fire and an explosion occurred.

In October the Grimsby trawler MARGRETHE BOJEN was lost in the North sea, with her crew of six.

The British Oxygen Company have launched an Industrial Preservation Scheme, and are presenting the Maritime Trust with £1,000 worth of welding and cutting equipment and industrial gases, to be used in the restoration of GONDOLA. It is said that when completed, this 1859 vessel will carry passengers on Windermere.

Lloyds Register of Yachts is to be published in 1980 for the last time, after 100 years existence. It has been produced at a loss for some time. There have been very few buyers, as most yachtsmen refer to it at their Club premises or in libraries.

Landed from RHEIN EXPRESS at Bremerhaven recently was one of the triple screws of the German cruiser PRINZ EUGEN. She was handed to the U.S.A. in 1946 as a prize. Later they used her for atom tests at Bikini Atoll. The propeller weighs 12 tons and now rests in the German Naval Museum at Laboe near Kiel.

H.M. Submarine ALLIANCE is being preserved and on show to the public at Gosport. She is the oldest surviving R.N. submarine afloat and typical of those serving in both World Wars. She will rest ashore and her ballast tanks have had to be filled with concrete to support her weight.

In January 1979, ATLAS TITAN ex ANDROS TEMPO ex MELANIA incurred engine damage on a passage from New York to Rio de Janeiro. She was laid up there and ultimately was considered a constructive total loss. Built in 1969 at Amsterdam as one of the 20 "M" class V.L.C.C's of Shell, she was similar to MELO which made such a stir when she arrived at Tranmere, the largest vessel ever to navigate the Mersey.

The trawler PICTON SEA LION has been laying at Milford Haven with a broken crankshaft since December 1978, and may be declared a total loss - which seems a sad reflection of conditions in the fishing industry.

In August, an unfortunate boy in a dinghy, was unseen under the bow doors of the ferry CENWULF as she was leaving Yarmouth I.O.W. The boy was drowned but a woman also in the dinghy was rescued.

Another large ship has sunk without trace. She is the Indian KAIRALI of 14,000 tons which disappeared in the Indian Ocean in August. She was built as a bulker in 1967 with the name SAGA SWORD.

N.R.P.

SOCIETY NOTES

The Hon.Secretary makes it known that the late Captain Skutil has bequathed a fine collection of books on navigation to the Society's library.

These notes are written as the leaves begin to fall from the trees, and through the autumnal mists we imagine the glow of Christmas, even before the frost sparkles on the twigs. To all our readers, we wish a peaceful and a wholly comfortable Christmas, with a toast to those who, even in these sophisticated times, still face the unchanging perils of the sea.

An so ends Volume XXIII and we hope to commence Vol.XXIV with a new illustrated blue cover in March 1980. All inquiries regarding the Liverpool Nautical Research Society should be forwarded to the Hon.Secretary M.K.Stammers at the Museum. Contributions to the Bulletin and comments thereon should be addressed to the Editor, N.R.Pugh, 7 Dunbar Road, Hillside, Southport PR8 4RH.